



## MEETING OF THE

# TRANSPORTATION AND COMMUNICATIONS COMMITTEE

### Main Office

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Los Angeles, California  
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[www.scag.ca.gov](http://www.scag.ca.gov)

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**Riverside County:** Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

**San Bernardino County:** Gary Ovitt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCallion, Highland • Deborah Robertson, Rialto • Alan Wapner, Ontario

**Tribal Government Representative:** Andrew Masiel Sr., Pechanga Band of Luiseño Indians

**Ventura County:** Linda Parks, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

**Orange County Transportation Authority:** Art Brown, Buena Park

**Riverside County Transportation Commission:** Robin Lowe, Hemet

**Ventura County Transportation Commission:** Keith Millhouse, Moorpark

## **PLEASE NOTE DATE AND TIME**

**Thursday, July 12, 2007**

**9:30 a.m. – 11:30 a.m.**

## SCAG Offices

**818 West 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Conference Room San Bernardino  
Los Angeles, CA 90017  
213.236.1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Cathy Alvarado at 213.236.1896 or [alvarado@scag.ca.gov](mailto:alvarado@scag.ca.gov)

Agendas and Minutes for the Transportation and Communications Committee are also available at:

[www.scag.ca.gov/committees/tcc.htm](http://www.scag.ca.gov/committees/tcc.htm)

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## Transportation and Communications Committee Membership

*July 2007*

*Wapner, Alan - Chair*  
*Ten, Mike - Vice Chair*

*Ontario*  
*South Pasadena*

### **Member**

Adams, Steve  
Aldinger, Jim  
Ayala, Luis  
Beauman, John  
Becerra, Glen  
Bone, Lou  
Brown, Art  
Buckley, Thomas  
Burke, Yvonne  
Carroll, Stan  
Chlebnik, John  
Dale, Lawrence  
Daniels, Gene  
DeLara, Juan  
Dixon, Richard  
Dunlap, Judy  
Edgar, Troy  
Flickinger, Bonnie  
Gabelich, Rae  
Garcia, Lee Ann  
Glaab, Paul  
Gross, Carol  
Gurule, Frank  
Hack, Bert  
Hernandez, Robert  
Lowe, Robin  
Martinez, Sharon  
Masiel, Andy  
McLean, Marsha  
Messina, Barbara  
Millhouse, Keith  
Mills, Leroy  
O'Connor, Pam  
Ovitt, Gary  
Parks, Bernard  
Pettis, Gregory  
Quirk, Sharon  
Roberts, Ron  
Rutherford, Mark  
Smith, Greig  
Spence, David  
Stone, Jeffrey  
Sykes, Tom  
Waroneck, Mark

### **Representing**

Riverside, WRCOG  
Manhattan Beach  
Alhambra  
Brea  
Simi Valley  
Tustin  
OCTA  
Lake Elsinore  
Los Angeles County  
La Habra Heights  
WRCOG  
Barstow  
Paramount  
Coachella  
Lake Forest  
Inglewood  
Los Alamitos  
Moreno Valley  
Long Beach  
Grand Terrace  
Laguna Niguel  
Culver City  
Cudahy  
Laguna Woods  
Anaheim  
Hemet/RCTC  
Monterey Park  
Pechanga Band of Luiseno Indians  
Santa Clarita  
Alhambra  
Moorpark  
Cypress  
Santa Monica  
San Bernardino County  
Los Angeles  
Cathedral City  
Fullerton  
Temecula  
Westlake Village  
Los Angeles  
Arroyo Verdugo COG  
County of Riverside  
Walnut  
Lomita

# TRANSPORTATION & COMMUNICATIONS COMMITTEE

## AGENDA

PAGE #

TIME

*“Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee.”*

- 1.0 **CALL TO ORDER & PLEDGE OF ALLEGIANCE** Hon. Alan Wapner,  
Chair
- 2.0 **PUBLIC COMMENT PERIOD**  
Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.
- 3.0 **REVIEW and PRIORITIZE AGENDA ITEMS**
- 4.0 **CONSENT CALENDAR**
- 4.1 **Approval Items**
- 4.1.1 Minutes of June 7, 2007 Meeting 1  
**Attachment**
- 4.1.2 Proposed Public Participation Plan 10  
Amendment No. 1  
**Attachment**
- 4.2 **Receive and File**
- 4.2.1 2007 State and Federal Legislation Matrix 54  
**Attachment**
- Summary of State and Federal legislative bills of relevance to SCAG operational areas and issues of concern.



# TRANSPORTATION & COMMUNICATIONS COMMITTEE

## AGENDA

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			PAGE #	TIME
5.0	<b><u>ACTION ITEMS</u></b>			
5.1	<u>SB 974 (Lowenthal)</u> <b>Attachment</b>	<b>Jeff Dunn, SCAG</b>	<b>99</b>	<b>5 minutes</b>
	Staff will provide an overview of SB 974 and discuss recommended actions.			
	<b>Recommended Action:</b> Support if amended.			
6.0	<b><u>AVIATION TASK FORCE REPORT</u></b>	<b>Hon. Alan Wapner, Chair</b>		
7.0	<b><u>GOODS MOVEMENT TASK FORCE REPORT</u></b>	<b>Hon. Art Brown, Chair</b>		
8.0	<b><u>MAGLEV TASK FORCE REPORT</u></b>	<b>Hon. Lou Bone, Chair</b>		
9.0	<b><u>INFORMATION ITEMS</u></b>			
9.1	<u>2007 AQMP Update/Freight Emission Reduction Strategy</u> <b>Attachment</b>	<b>Rich Macias, SCAG Staff</b>	<b>104</b>	<b>60 minutes</b>
	Staff will provide an update on the 2007 AQMP and high-level proposal analysis of emissions-reduction strategies related to freight rail movements for inclusion in the AQMP.			
9.2	<u>Trade Corridor Improvement Fund - Programming Framework Alternatives</u> <b>Attachment</b>	<b>Rich Macias, SCAG Staff</b>	<b>105</b>	<b>20 minutes</b>
	The Trade Corridor Improvement Fund designates \$2,000,000,000 statewide for infrastructure improvements along major trade corridors. Staff will provide an update on the programming framework alternatives being considered to allocate this funding.			



# TRANSPORTATION & COMMUNICATIONS COMMITTEE

## AGENDA

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PAGE #

TIME

9.0 **INFORMATION ITEMS continued**

9.3 **Regional Comprehensive Plan Vision  
and Guiding Principles  
Attachment**

**Doug Kim,  
SCAG Consultant**

**107**

**15 minutes**

Staff will present the RCP Vision and  
Guiding Principles as well as provide  
an update on the schedule.

11.0 **CHAIR'S REPORT**

**Hon. Alan Wapner**

12.0 **STAFF REPORT**

12.1 **Results of Peer Group Study**

13.0 **FUTURE AGENDA ITEMS**

Any committee member or staff desiring to place items on a future agenda may make such request.

14.0 **ANNOUNCEMENTS**

14.1 **Report on Washington D.C. Trip**

**Hon. Harry Baldwin**

15.0 **ADJOURNMENT**

The next meeting of the Transportation & Communications Committee will be held on  
September 13, 2007 at the SCAG office in downtown Los Angeles.



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Transportation and Communications Committee  
of the  
Southern California Association of Governments  
June 7, 2007

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*Minutes*

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**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Transportation and Communications Committee held its meeting at the Lake Arrowhead Resort, Lake Arrowhead, California. The meeting was called to order by the Honorable Harry Baldwin, Chair. There was a quorum.

**Members Present**

Baldwin, Harry- <b>Chair</b>	San Gabriel
Beauman, John	Brea
Burke, Yvonne	Los Angeles County
Carroll, Stan	La Habra Heights
Dale, Lawrence	Barstow
Edgar, Troy	Los Alamitos
Flickinger, Bonnie	Moreno Valley
Glabb, Paul	City of Laguna Niguel
Hack, Bert	Laguna Woods
Herrera, Carol	Diamond Bar
Lowe, Robin	Hemet/ RCTC
Messina, Barbara	Alhambra
Millhouse, Keith	Moorpark
Mills, Leroy	Cypress
Ovitt, Gary	San Bernardino County
Quirk, Sharon	Fullerton
Wapner, Alan	Ontario

**Members Not Present**

Adams, Steve	Riverside, WRCOG
Aldinger, Jim	Manhattan Beach
Becerra, Glen	Simi Valley
Bone, Lou	Tustin
Brown, Art	Buena Park
Buckley, Thomas	Lake Elsinore
Chlebnik, John	Orange County
Daniels, Gene	Paramount
DeLara, Juan	Coachella
Dixon, Richard	Lake Forest
Dunlap, Judy	Inglewood
Gabelich, Rae	Long Beach

Garcia, Lee Ann  
Gurule, Frank  
Hernandez, Robert  
Lowenthal, Bonnie – **Vice Chair**  
O'Connor, Pam  
Parks, Bernard  
Pettis, Gregory  
Roberts, Ron  
Rutherford, Mark  
Smith, Greig  
Spence, David  
Stone, Jeffrey  
Sykes, Tom

Grand Terrace  
Cudahy  
Anaheim  
Long Beach  
Santa Monica  
Los Angeles  
Cathedral City  
Temecula  
Westlake Village  
Los Angeles  
Arroyo Verdugo COG  
Riverside County  
Walnut

**New Member**

Ayala, Luis  
Carroll, Stan  
Edgar, Troy  
Gross, Carol  
Hack, Bert  
Martinez, Sharon  
McLean, Marsha  
Mills, Leroy  
Waroneck, Mark

Alhambra  
La Habra Heights  
Los Alamitos  
Culver City  
Laguna Woods  
Monterey Park  
Santa Clarita  
Cypress  
Lomita

**Voting Members, Not Elected Official**

James McCarthy, Caltrans  
Mark Nuaimi, SANBAG Subregion

**1.0 CALL TO ORDER & PLEDGE OF ALLIGANCE**

The Honorable Harry Baldwin, Chair, called the meeting to order at 10:34 a.m.

**2.0 ELECTION OF CHAIR AND VICE CHAIR**

**MOTION** (Hon. Lawrence Dale) was made to elect the Hon. Alan Wapner, Ontario, as Chair of the TCC. Motion was **SECONDED** and **UNANIMOUSLY APPROVED**.

**MOTION** (Hon. Lawrence Dale) was made to elect the Hon. Mike Ten, South Pasadena, as Vice Chair of the TCC. Motion was **SECONDED** and **UNANIMOUSLY APPROVED**.

**3.0 PUBLIC COMMENT PERIOD**

There were no public comments.

**4.0 REVIEW and PRIORITIZE**

**5.0 CONSENT CALENDAR**

## **5.1 Approval Item**

### **5.1.1 April 5, 2007 Minutes**

## **5.1 Receive and File**

### **5.2.1 2007 State and Federal Legislation Matrix**

### **5.2.2 SB 375 (Steinberg)**

### **5.2.3 I-710 EIR/EIS Funding Agreement**

A **MOTION** was made to **APPROVE** the Consent Calendar.  
The motion was **SECONDED** and **UNANIMOUSLY APPROVED**.

## **6.0 ACTION ITEMS**

### **6.1 Final 2004 RTP Amendment No. 3 and 2006 RTIP Amendment No. 8 (Resolution No. 07-488-1)**

Naresh Amatya, SCAG, briefed the Committee on the Final 2004 RTP Amendment No. 3 and 2006 RTIP Amendment No. 8. The primary purpose of the amendment is to accommodate the CMIA corridor project. In addition to the CMIA changes there were a number of projects that were time sensitive and needed to be reflected correctly in the RTP and RTIP. The final report includes descriptions of the projects being changed in terms of scope, cost, or delivery schedule. Staff has also conducted the fiscal conformity work as well as EIR addendum associated with the amendment. The conformity work and the EIR addendum portions are currently being approved by EEC.

In terms of consultation, the draft of RTP and RTIP amendments were released on May 3, 2007 for public review and comments. The period closed on June 4 and there was a public hearing on May 21; no comments were made. Staff recommends the adoption of the resolution that would approve both amendments.

A **MOTION** was made to recommend the TCC approve Resolution #07-488-1 approving the Final Amendment No. 3 to the 2004 RTP and Final Amendment No. 8 to the 2006 RTP. The motion was **SECONDED** and **UNANIMOUSLY APPROVED**.

## **7.0 AVIATION TASK FORCE REPORT**

Hon. Alan Wapner, Chair of the ATF, reported that the recommended revisions to SCAG's response to the SCRAA new policies. He also announced that the next SCRAA has been postponed to July 12.

## **8.0 GOODS MOVEMENT TASK FORCE REPORT**

No report.



## **9.0 MAGLEV TASK FORCE REPORT**

Hon. Alan Wapner announced that SCAG is working along with the California High Speed Rail Authority to coordinate the Maglev route. The JPA between the cities of L.A., Ontario, and West Covina is almost ready for approval. The committee will be dark in June and July, the next Maglev Task Force meeting will be held August 9. Some Maglev Task Force members will be attending the 15<sup>th</sup> annual International Air-Rail Best Practices Conference on June 14 and 15. Aztec Engineering and Frank Shrkow continue working on the West L.A. Inter-Modal Station study to be completed by June 30. Cambridge is still working on the Maglev High Speed Rail Initial Operating Segmental Turn-Based Analysis.

## **10.0 INFORMATION ITEMS**

### **10.1 High-Speed Ground Transportation Business Case**

David Chow, IBI Group, updated the committee on the High-Speed Ground Transportation Business Plan. Southern California has three major transportation issues: regional mobility, aviation demand, and goods movement. The high speed regional transport system is to help with each of these challenges. It is a fully elevated system built over existing rights of way, it is high speed, and environmentally friendly. The system will be quite extensive, around 170 miles connecting airports and inland ports. The system must be financially self sustaining. SCAG would like the industry to respond back to the needs of the region during the development of the HSRT system. The system must have the ability to link the region together and it must be environmentally friendly. The system should have three parts: a passenger system, a cargo system, and the ability to move the containers that the ports handle on a regular basis.

One of the things SCAG is already very much focused on is that with the HSRT System, it is not necessarily focusing in on the technology. What the region would like to do instead is to look at the performance specifications that are needed. Staff would like the industry to respond back to the needs of the region during the development of the HSRT system. The system should have the ability to link the region together so that it is not serving one purpose but addressing the three issues that were noted before. The system that Staff has in mind has three components: a passenger system, a cargo system which is really more air cargo when you start to link the airports together, and the ability to move the containers that the ports handle on a regular basis. By doing so; the region will gain additional value on all the money being spent on infrastructure.

The business case that SCAG is bringing forward is looking at the revenues that each business will generate. The revenues generated by the passenger service, commuter fares, station parking, and station concession will be used to pay for transporting people. The aviation system charges fares for getting people to get to the airports and connect between airports. There is also an opportunity for the airports to participate in this project. Rather than having to spend a few billion dollars improving LAX they could spend less than that improving Ontario Airport and having the same amount of capacity as LAX. On the goods movement side,

Staff has looked at the business perspective, which is how much can be charged for moving containers on the system similar to what containers trucks are moving from the ports to the inland facilities. There is an also significant opportunity to reduce the cost of the environmental mitigations that we have to pay for if the ports are going to expand to accommodate growth in the future. There is a fourth component which is not really looked at, which is that when you have a regional system like this in place and able to access far reaching areas like San Bernardino and North L.A. County, value in that land has been created.

If the region is willing to move forward on the system, an investment grade analysis will have to be done so it can prove to the financial houses that this is going to be a financially self-sustaining process.

The 170 mile system will cost \$35 billion to build. The average fare charged to pay for the passenger system is around \$18.92. The charge to move per container to Palmdale is \$264 at a 5% rate of return up to \$366 per container, San Bernardino up to \$234/\$325; this maps very closely to what truckers would charge.

The system is needed to resolve the region's problems that must be handled strategically. The system has the potential to be financially viable. The HSRT system is viable because of the multiple businesses that are on the system, connecting people with passenger service, the aviation system, and goods movement system. Because of its size, the system will have to be implemented in stages.

## 10.2 2007/2008 RTP Baseline Revenue Forecast

Annie Nam, SCAG, provided a brief overview of the financial forecasting work that has been done in preparation for the 2007 RTP. For the past several months, SCAG has been developing a revenue forecast model comprising of a number of primary revenue sources. The categories include local, state, and federal sources. For each category a forecast was made at the county level from the current year to year 2035. SCAG worked with the County Transportation Commissions to build on their forecast as available. Data was filled in where needed. SCAG's forecast was then compared to the county forecast in order to modify their forecast as needed. SCAG relied on a number of sources for historical data to help modify forecasts. The Gross Domestic Product deflator was used to take inflation into account. The current inflation rate used is about 3.8%. Other critical assumptions focus on the Federal Highway Trust Fund. The assumption of the Federal Highway Trust Fund was a 0% growth. Fuel consumption growth forecast was also assumed at 0% growth. The final forecast is \$212 billion in revenue for the 2007 RTP. The forecast in nominal dollars is \$413 billion in revenue. The following information is in 2005 dollars. The largest part of revenue is generated by local sources which is 70% or \$147 billion followed by state sources at 19% or \$41 billion and followed by federal sources at 11% or \$24 billion. Los Angeles County generated nearly 60% of the total regional revenues followed by Orange, Riverside, San Bernardino, Ventura, and Imperial Counties. A comparison was made against the 2004 RTP revenue forecast and the result was little change in

County revenue shares. 50% of the local revenue was generated by local sales tax measures. State sources are comprised by 20% of state gasoline sales tax. The FTA formula dollars were the largest share of Federal revenue.

#### **11.0 CHAIR REPORT**

Chair Baldwin announced that because of the Fourth of July holiday the next meeting of the TCC will be held July 12.

#### **12.0 STAFF REPORT**

Hasan Ikhrata, SCAG, presented the Committee with a 2007 AQMP Update. Mr. Ikhrata stated that the committee acted on the SCAG submittal of the South Coast Air Quality Management Plan. The committee acted to submit Appendix-4C to the South Coast Air Quality Air District to be included in the South Coast Air Quality Management Plan. The appendix included very expensive transportation measures, specifically high speed freight, and truck lanes from the port to inland port facilities and beyond. The measures are expected to give 22 tons, a cost of about \$40 billion and to be completed by 2014. Since then issues about the financing and risk of missing the completion deadline have come up. If the deadline is not met the transportation community is responsible for the 22 tons and will have to come up with money to implement measurements equivalent to these. There was a letter from the Air Resources board that says it will delay the action on the South Coast AQMP until October instead of June. This allows 3 to 4 months to work with the county transportation commissions and to work with the Air Resources Board and South Coast AQMD to ensure that the measures that are presented minimizes the risk to the transportation community.

There will be an official full 46 meeting with the C.E.O.s of the Commission and the Chairman of the Board of the Commission. There will be multiple meetings between now and October to finalize the submittal to South Coast AQMD. Any measures being submitted must be conditioned on Air Resources Board back-stopping it to take the risk from the transportation community. The measures that were submitted do not compete with traditional transportation funding. The current goal is to try to submit something that will get the 22 ton emission reduction by 2014. This will be the subject of discussion between SCAG, the Commission staff, South Coast AQMD staff, and the Air Resources Board between now and September. SCAG and the Air Resources Board needs to submit a State Implementation Plan that meets the attainment strategy. There are technical disagreements about meeting attainment strategy requirements which can cause problems. Not having an attained SIP is dangerous for the transportation community because of lack of emission budgets and not being able to show conformity which is a bigger problem than not submitting anything. Consultation with the Commission has started and will be continued.

#### **13.0 FUTURE AGENDA ITEMS**

No items.

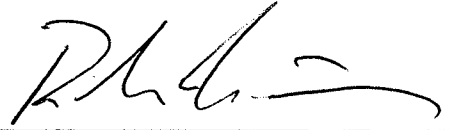
#### **14.0 ANNOUNCEMENTS**

No announcements.

**14.0 ADJOURNMENT**

The Honorable Harry Baldwin adjourned the meeting at 11:34 a.m.

The next committee meeting will be held on **Thursday, July 12, 2007 at the SCAG office in downtown Los Angeles.**

A handwritten signature in black ink, appearing to read 'Rich Macias', written over a horizontal line.

Rich Macias, Manager  
Transportation Planning Division

Transportation and Communications Committee Attendance Report

2007

Member (including Ex-Officio) Last Name, First Name		Representing	X = County Represented										X = Attended				= No Meeting NM = New Member											
			IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec								
Adams, Steve		Riverside, WRCOG				X						X																
Aldinger, Jim		Manhattan Beach		X								X																
Ayala, Luis		Alhambra		X																								
Baldwin, Harry		San Gabriel		X								X	X															
Beauman, John*		Brea			X							X	X	X														
Becerra, Glen*		Simi Valley		X																								
Bone, Lou*		Tustin			X							X	X	X														
Brown, Art*		OCTA			X							X																
Buckley, Thomas*		Lake Elsinore				X																						
Burke, Yvonne*		Los Angeles County		X								X																
Carroll, Stan		La Habra Heights		X																								
Chlebniak, John		WRCOG				X						X																
Dale, Lawrence*		Barstow						X				X	X	X														
Daniels, Gene*		Paramount		X								X		X														
DeLara, Juan		Coachella				X																						
Dixon, Richard*		Lake Forest			X							X																
Dunlap, Judy*		Inglewood		X								X																
Edgar, Troy*		Los Alamitos		X																								
Flickinger, Bonnie*		Moreno Valley				X						X	X	X														
Gabelich, Rae*		Long Beach		X								X	X															
Garcia, Lee Ann*		Grand Terrace				X						X	X	X														
Glaab, Paul*		Laguna Niguel			X																							
Gross, Carol		Culver City		X																								
Gurule, Frank*		Cudahy		X																								
Hack, Bert		Laguna Woods			X																							
Hernandez, Robert		Anaheim			X							X	X															
Lowe, Robin*		Hemet/RCTC						X					X	X														
Lowenthal, Bonnie - V-Chair*		Long Beach		X								X	X															
Martinez, Sharon		Monterey Park		X																								
Masiel, Andrew*		Pechanga Band of Luiseno Mission Indians				X									X													
McLean, Marsha		Santa Clarita		X																								
Messina, Barbara*		Alhambra		X								X	X	X														
Millhouse, Keith*		Moorpark								X																		
Mills, Leroy		Cypress				X																						
O'Connor, Pam*		Santa Monica		X										X														

Member (Including Ex-Officio) LastName, FirstName	Representing	X = County Represented						X = Attended						= No Meeting NM = New Member					
		IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Ovitt, Gary*	San Bernardino County					X			X		NM		X						
Parks, Bernard*	Los Angeles		X					X		X	X								
Pettis, Gregory*	Cathedral City				X			X	X	X	X								
Quirk, Sharon	Fullerton		X								NM		X						
Roberts, Ron*	Temecula				X			X	X		X								
Rutherford, Mark*	Westlake Village		X						X										
Smith, Greig*	Los Angeles		X					X	X	X									
Spence, David	Arroyo Verdugo COG		X					X	X	X	X								
Stone, Jeffrey*	County of Riverside				X			X	X		X								
Sykes, Tom*	Walnut		X					X	X	X	X								
Ten, Mike	South Pasadena		X										NM						
Wapner, Alan*	Ontario					X			X	X	X		X						
Waroneck, Mark	Lomita		X								NM								
<b>Totals</b>		<b>0</b>	<b>26</b>	<b>8</b>	<b>10</b>	<b>4</b>	<b>1</b>												

# REPORT

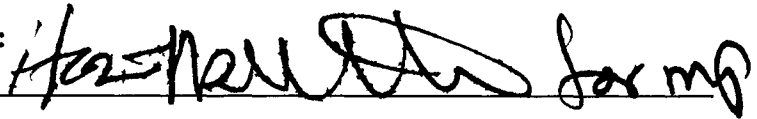
**DATE:** July 12, 2007

**TO:** Transportation and Communications Committee

**FROM:** Cheryl Collier, Communications Supervisor, 213.236.1942, [collier@scag.ca.gov](mailto:collier@scag.ca.gov)

**SUBJECT:** Proposed Public Participation Plan Amendment No. 1

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Release the proposed Public Participation Plan Amendment No. 1 for 45-day public review and comment period.

**BACKGROUND:**

SCAG's Public Participation Plan serves as a guide for SCAG's public involvement process as well as the continuing, comprehensive and coordinated planning process among the stakeholders to ensure the ongoing opportunity for broad-based participation in the development and review of regional transportation plans and programs.

As a metropolitan planning organization (MPO), SCAG is responsible for preparing and utilizing a Plan which is developed in consultation with all interested parties and provides reasonable opportunities for interested parties to comment on the content of SCAG's Regional Transportation Plan (RTP) and the Transportation Improvement Program (RTIP) (also known as the Federal Transportation Improvement Program), pursuant to the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU), Pub. L. No. 109-59, Title VI, Section 6001(a), 119 Stat. 1839 (Aug. 10, 2005).

SCAG made significant efforts to reach out to interested parties, encourage feedback, and involve interested parties in the development of the Plan's strategies and procedures and will continue these efforts in future updates to the Plan.

In March, the Regional Council adopted the Public Participation Plan. It was anticipated that future amendments may be needed as SCAG staff continued to work with FHWA and FTA on addressing the Department of Transportation's Statewide Transportation Planning; Metropolitan Transportation Planning; Final Rule published in the Federal Register on February 14, 2007.

Any revisions to the original Plan adopted by the Regional Council in March are highlighted in bold italics in the attached document. The new Appendix "A" to the adopted Public Participation Plan is intended to provide more explicit details as to SCAG's strategies, procedures and techniques for public participation on the RTP, RTIP and Overall Work Program (OWP).

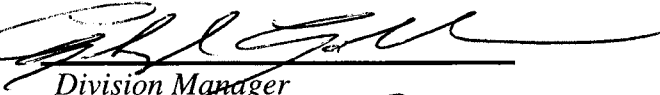
# REPORT

As part of our continuing effort to engage interested parties in the development of our public participation activities, most recently, SCAG conducted an email survey of 3,600 individuals within SCAG's contact databases which asked several questions to help SCAG determine how to improve our public participation and outreach efforts. Survey responses received as of July 6th will be distributed at the July 12 TCC meeting.

## FISCAL IMPACT:

This item has no fiscal impact on SCAG.

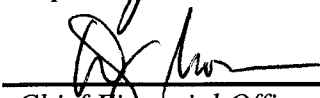
Reviewed by:

  
Division Manager

Reviewed by:

  
Department Director

Reviewed by:

  
Chief Financial Officer



# Public Participation Plan

## ***Draft Amendment No. 1***

“Never doubt that a small group of thoughtful, concerned citizens can change the world. Indeed, it is the only thing that ever has.” *Margaret Mead*

### Purpose of SCAG’s Public Participation Plan

The awareness and involvement of interested persons in governmental processes are critical to successful regional transportation planning and programming. When the public is engaged in the process, their feedback helps assure projects address community needs. Likewise, the public gains a better understanding of the tradeoffs and constraints associated with transportation planning. This Public Participation Plan (“Plan”) serves as a guide for SCAG’s public involvement process as well as the continuing, comprehensive and coordinated planning process among the stakeholders to ensure the ongoing opportunity for broad-based participation in the development and review of regional plans and programs.

### Introduction

Since its inception, the Southern California Association of Governments (SCAG) has engaged in a public involvement process in developing its regional transportation plans and programs. As a result of changes in the metropolitan planning law in 2005, SCAG will broaden its current participation activities to engage a more extensive group of stakeholders in its planning and programming processes.

As a metropolitan planning organization (MPO), SCAG is responsible for preparing and utilizing a Plan which is developed in consultation with all interested parties and provides reasonable opportunities for interested parties to comment on the content of SCAG’s Regional Transportation Plan (RTP) and the Transportation Improvement Program (**RTIP**) (***also known as the Federal Transportation Improvement Program***), pursuant to the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU), Pub. L. No. 109-59, Title VI, Section 6001(a), 119 Stat. 1839 (Aug. 10, 2005).

The participation procedures incorporated into this Plan are intended to afford interested parties a specific opportunity to comment on the Plan prior to its approval. The Plan contains an expanded list of Interested Parties, including governmental agencies and nonprofit organizations that receive Federal assistance from a source other than the Department of Transportation (DOT) to provide non-emergency transportation services and recipients of assistance under 23 U.S.C. 204.

In addition to developing and carrying out a Plan, SCAG is required to consult with State, local, and Tribal Governments in development of its RTPs and **RTIPs**. SCAG is specifically required to consult with agencies and officials responsible for other planning activities within the region that are affected by SCAG's RTP and **RTIP** (including, as appropriate, State & local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation).

As part of developing other plans and programs for which SCAG is responsible, SCAG carries out additional participation activities, including but not limited to: collaboration with transportation partners in development of the SCAG Overall Work Program, pursuant to 23 C.F.R. 450.314 and State guidance; scoping meetings and public review of the Draft Program EIR (PEIR) for the RTP, as required by applicable California Environmental Quality Act (CEQA) Guidelines, 14 C.C.R. Ch. 3, Art. 7; and, public participation in the development of a methodology for the Regional Housing Needs Allocation Plan, pursuant to Govt. Code Section 65584.04(c).

This Plan is intended to guide the participation process and to coordinate the process with SCAG's consultation activities and other responsibilities. ***Detailed strategies, procedures, and techniques for carrying out the participation process for the RTP, RTIP, and Overall Work Program (OWP), are described in "Appendix A," of this Plan, and incorporated herein by this reference.***

#### Public Participation Plan Requirements

SCAG's Public Participation Plan must comply with the following requirements provided under 23 U.S.C. 134, subsections (i)(5), and (j)(1)(B) which are summarized as follows:

1. SCAG shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled,

and other interested parties with a reasonable opportunity to comment on the RTP.

2. The participation plan shall be developed in consultation with all interested parties, and shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan.
3. In carrying out the participation process, SCAG must, to the maximum extent practicable--
  - (i) hold any public meetings at convenient and accessible locations and times;
  - (ii) employ visualization techniques to describe plans; and
  - (iii) make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate, to afford reasonable opportunity for consideration of public information under paragraph 1 above.
4. The RTP shall be published or otherwise made readily available by the metropolitan planning organization for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, approved by the metropolitan planning organization and submitted for information purposes to the Governor at such times and in such manner as the Secretary shall establish.
5. In developing the RTIP and before approving the RTIP, SCAG, in cooperation with the State and any affected public transportation operator, shall provide an opportunity for participation by interested parties in the development of the program, in accordance with the same requirements described above.

The Public Participation Plan further incorporates the ***requirements of the applicable regulations, 23 CFR 450.316(a) (See 72 FR 7273; February 14, 2007), as follows:***

***(a) The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.***

***(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:***

- (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;***
- (ii) Providing timely notice and reasonable access to information about transportation issues and processes;***
- (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;***
- (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;***
- (v) Holding any public meetings at convenient and accessible locations and times;***
- (vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;***
- (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;***
- (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;***
- (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and***
- (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.***

***(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.***

***(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.***

#### Consultation Requirements

SCAG must consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a long-range transportation plan. The consultation shall involve, as appropriate:

- 1) Comparison of transportation plans with State conservation plans or maps, if available; or
- 2) Comparison of transportation plans to inventories of natural or historic resources, if available.

See 23 U.S.C Section 134(i)(4).

Furthermore, under the metropolitan planning process, RTPs and TIPs must be developed with due consideration of other related activities within the region, and the process must provide for the design and delivery of transportation services within the region that are provided by:

- 1) Recipients of assistance under Chapter 53 of Title 49 U.S.C.
- 2) Governmental agencies and nonprofit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the Department of Transportation to provide non-emergency transportation services; and
- 3) Recipients of assistance under 23 U.S.C Section 204.

See 49 U.S.C Section 5303.

Consultation requirements are accomplished primarily through our policy committees and task force structure. Policy committees are primarily made up of local elected officials. There are several issue-specific as well as mode-specific task forces that are on-going as well as some that are created for a specific purpose and specific time frame. All of these task forces forward their recommendations to policy committees. Examples of these task forces include: Transportation Finance Task Force, Aviation Task Force, Goods Movement Task Force, Regional Transit Task Force, and the Plans and Programs Technical Advisory Committee. Membership on these task forces and working groups includes elected officials as well as stakeholder agency representatives. The stakeholders have a direct pipeline to SCAG's planning processes through these task forces. SCAG proposes to expand the membership of some of these task forces to ensure inclusion of the broader stakeholders and interest groups identified in SAFETEA-LU.

In addition, SCAG conducts several workshops prior to releasing the Draft RTP involving stakeholders to ensure that their input on major issues is addressed in the plan.

SCAG also utilizes the subregional council of governments (COG) structure to “get the word out” and solicit input on the content as well as the planning and programming process from the local stakeholders.

SCAG mails out a Notice of Draft RTP and RTIP Availability to the stakeholders at the local, state and federal level to solicit their comment and input to the final RTP and RTIP. Comments as well as responses are fully documented and reflected in the final RTP.

SCAG will continue to engage Tribal Governments in the RTP and RTIP processes through Tribal Government representation on SCAG's governing board and policy committees, and through the Tribal Governments Relations Task Force.

#### Bottom-Up Planning and Interagency Consultation

An expanded 70-member Regional Council and the fostering of 14 subregional organizations were initiated by the former Executive Committee in 1992. These forums, coupled with three policy committees and 20 standing committees and technical advisory committees, and the “AB 1246 process” (required under Public Utilities Code Section 130000 et seq.) facilitate SCAG's ability to provide a framework for bottom-up planning and more frequent and ongoing participation by interested parties at all stages of the process.

Within the AB 1246 process, the multi-county designated transportation planning agency shall convene at least two meetings annually of representatives from

each of the four commissions, the agency, and the Department of Transportation for the following purposes:

- (a) To review and discuss the near-term transportation improvement programs prior to adoption by the commissions.
- (b) To review and discuss the regional transportation plan prior to adoption by the agency pursuant to Chapter 2.5 (commencing with Section 65080) of Title 7 of the Government Code.
- (c) To consider progress in the development of a regionwide and unified public transit system.
- (d) To review and discuss any other matter of mutual concern.

The Regional Transportation Agencies Coalition is currently fulfilling the function of the AB 1246 process.

SCAG has a memorandum of understanding (MOU) with the South Coast Air Quality Management District (SCAQMD) on transportation and air quality conformity consultation procedures for the South Coast Air Basin and for the Riverside County portions of the Salton Sea Air Basin and the Mojave Desert Air Basin. Parties to the MOU include: SCAQMD, Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino Associated Governments, California Department of Transportation (Caltrans), California Air Resource Board, and the Federal Highway Administration.

Likewise, SCAG has an MOU for transportation and air quality conformity consultation procedures with the Ventura County Air Pollution Control District (VCAPCD) for the Ventura County portion of the South Central Coast Air Basin (SCCAB). Parties to the MOU include: VCAPCD, Ventura County Transportation Commission, Caltrans, California Air Resources Board, Federal Highway Administration and the Federal Transit Administration.

To support interagency coordination and fulfill the interagency consultation requirements of the Federal Transportation Conformity Rule, SCAG participates in the Transportation Conformity Working Group (TCWG). The group meets on a monthly basis to address and resolve regional issues pertaining to transportation conformity for the RTP, RTIP, RTP and TIP amendments and the region's air quality management plans.

Participants in the Southern California TCWG include representatives from federal, state, regional and sub-regional agencies such as the United States Environmental Protection Agency (both national and regional representatives), Federal Highway Administration, Federal Transit Administration, California Air Resources Board, California Department of Transportation, Air Quality Management Districts, SCAG, and County Transportation Commissions.

## Interested Parties

To ensure compliance with SAFETEA-LU requirements and other federal and state mandates, SCAG intends to target the following participants in the region:

- citizens
- affected public agencies
- representatives of transportation agency employees
- freight shippers
- providers of freight transportation services
- private providers of transportation
- representatives of users of public transit
- representatives of users of pedestrian walkways and bicycle transportation facilities
- representatives of the disabled
- Tribal Governments
- transit operators
- governmental agencies and non-profit organizations that receive Federal assistance from a source other than the Department of Transportation (DOT) to provide non-emergency transportation services and recipients of assistance under section 204 of Title 23 U.S.C .
- and other interested parties (e.g. subregions, ethnic and minority groups, older and retired persons, special interest non-profit agencies, environmental groups, educational institutions, women's organizations, private sector)

The following goals and procedures are designed to encourage participation and provide opportunities to comment on the development and approval of SCAG's RTPs, RTIPs, the Regional Comprehensive Plan, (In addition to this Plan, SCAG adheres to the public process required by CEQA for our PEIR and related environmental review documents.) and other products prepared by SCAG that statutorily require public participation or for which the Regional Council determines is necessary.

## Public Participation Plan Goals

The five primary goals of SCAG's Public Participation Plan include:

- Goal 1: Implement an open and ongoing participation process that ensures citizen, agency and interested party participation in, and input into, regional transportation planning and programming.
- Goal 2: Provide full public access and information to key decisions in the regional transportation planning process.



- Goal 3: Disseminate clear, concise and timely information to citizens, affected agencies and interested parties.
- Goal 4: Provide timely responses to issues, concerns, and comments raised by the public regarding the development and implementation of regional transportation plans, programs, and projects. Ensure that the comments received are considered and incorporated into the deliberations regarding proposed plans and programs.
- Goal 5: Enhance the participation process including reaching out to those communities that have been underrepresented and/or underserved.

#### Public Participation Plan Procedures in Obtaining Goals

- Goal 1: Implement an open and ongoing participation process that ensures citizen, agency and interested party participation in, and input into, regional transportation planning and programming.
- SCAG's participation program will include public outreach and communications for all major plans and programs. This includes establishing procedures and responsibilities for (1) informing, involving and incorporating public opinion into the planning process, (2) consultative involvement of designated agencies (i.e., federal, state and local agencies, county transportation commissions and air quality management/pollution control districts) on technical data and modeling used in developing regional plans and determining transportation improvement program and regional transportation improvement program conformity, (3) designating lead staff persons who are knowledgeable about the entire planning process to be responsible for the participation program, and (4) providing adequate funds and staff resources to implement the participation program.
  - Stress the requirement to encourage, assess and provide for public participation to staff, consultants, stakeholder organizations and others as well as stress the importance of an inclusionary process and dialogue and encourage staff to regard citizens, subregional organizations and agencies as working partners.
  - Interact and seek input from a broad spectrum of interested stakeholders through various task forces and working groups that meet on a regular, on-going basis to review, discuss, and provide feedback on various SCAG initiatives, plans and programs.

- Integrate the outreach effort of the subregional organizations and transportation and air quality agencies into the SCAG process.
- Encourage proponents and opponents to participate in the regional planning process and acknowledge the value of their input.
- Update and maintain the contact databases and audience categories within the Communication and Management System (CMS). Expand current list categories to include the additional list of parties outlined in SAFETEA-LU. These contact databases should be reviewed and updated at least twice per year and on an on-going basis as individual changes occur.
- Provide outreach to citizens, groups, agencies and subregional organizations and inform them of how their involvement has affected the plan.
- Assemble, organize and equip a participation and outreach team of transportation planners, environmental planners, analysts and other technical staff, public affairs staff, management staff, and elected officials to conduct presentations, hold briefings, workshops and hearings during the year to diverse groups and organizations throughout the region.
- Conduct hands-on, interactive workshops such as the Compass workshops, to encourage community involvement and participation and obtain feedback from local residents, regional stakeholders and local governments (planners, demographers, and elected officials).
- Provide outreach assistance, including to under-represented areas, using Member Relations Officers who are geographically focused and knowledgeable on the issues of the subregion.
- Train staff in effective communication and public relations skills by providing clear, consistent and concise primary messages for media and public involvement and interaction.
- Complete target group and media mailing lists for targeted audiences and determine the best methods for distributing information: speaker's bureau, fact sheets, brochures, flyers, white papers, plan summaries, newsletters, PowerPoint

presentations, press releases, public service announcements, press advisories, press conferences, telephone and personal interviews.

- Develop memoranda of understanding or agreements with appropriate agencies, as needed.
- Participate in regular monthly meetings with the CEOs of the county transportation commissions.

Goal 2: Provide full public access and information to key decisions in the regional transportation planning process.

- Utilize SCAG's website to provide information, announce draft and final plan releases, encourage feedback and comments from the public, make draft and final plans and corresponding documents available, provide contact information, educate about SCAG and SCAG initiatives, inform of upcoming events and meetings, post meeting agendas and minutes and provide publications. Ensure that the information available is easy-to-read and accessible and that the web site is compliant with the 1990 Americans with Disabilities Act.
- Post public notices of the draft product in at least one major newspaper in each of the six member counties and include community newspapers and ethnic press.
- Follow up on public notices to increase participation. Assign staff to look out for non-participating public interests.
- Conduct at least one public hearing for the draft RTP, TIP and EIR and other major plans as needed. Announce public hearings in printed materials, on SCAG's website, and in local newspapers. Provide translation services at these hearings, if needed.
- Develop procedures for public hearings. Include the time to be allotted to each speaker and how the order of appearance is determined. A written explanation of adopted procedures should be distributed to participants both prior to and at the hearing. Make arrangements for the submission of written statements in addition to verbal comments.

- Hold monthly meetings with the subregional coordinators to review upcoming Regional Council and Policy Committee agendas and conduct other coordinating activities.
- Keep interested parties informed with progress reports during the product development, review and adoption phases.

Goal 3: Disseminate clear, concise and timely information to citizens, affected agencies and interested parties.

- SCAG, together with its subregional partners and other stakeholder organizations, will notify interested parties through traditional meeting announcements, newspapers, public service announcements, press releases, special mailers, publications and agendas of committees, meetings, workshops, briefings, website postings, email communications and other opportunities to participate, as appropriate.
- Make electronically accessible to the public, all draft and final plans, fact sheets, publications such as *Your Guide to SCAG*, the *Benefits of Membership*, *Member Handbook* and the *Legislative Reference Guide*, the Overall Work Program, the eVision newsletter, key PowerPoint presentations, meeting agendas and minutes, data and other planning-related information, and a calendar of upcoming events on SCAG's website at [www.scag.ca.gov](http://www.scag.ca.gov). Encourage public involvement on the web site. Ensure that the information provided is timely, accessible and easy-to-understand.
- Provide complete and easy-to-understand information, including summaries and one-page fact sheets on major plans and initiatives at the beginning of and throughout the planning process and define the issues and alternatives in a concise, straightforward and consistent manner.
- Update annually and disseminate SCAG's citizen guide "Your Guide to SCAG" which succinctly informs the public about SCAG and the regional planning process, highlights major SCAG initiatives, cites the importance of public involvement, invites participation, and identifies key contacts.
- Provide updated information about SCAG's activities, plans, actions, upcoming events, legislative efforts, and subregional activities in the eVision electronic newsletter which is disseminated to local elected officials, legislators, subregions,

commissions, air districts, other interested parties and members of the public at least eight times per year. The eVision newsletter is accessible through SCAG's website. In addition, archival copies are readily available on the site.

- Maintain and update media mailing lists that include metropolitan and local community newspapers, radio, television and cable outlets, trade journals, wire services, ethnic and foreign-language media, government and legal publications and special interest press directed at older Americans, the disabled, Native Americans and students.
- Implement the media outreach strategies contained in the agency's overall Communications Strategy. This includes press releases, media advisories, calendar advisories, media interviews on television and radio talk shows and public affairs programs, public notices, op-ed articles in local newspapers, editorial board meetings, and development of consistent media messages on major SCAG initiatives, and outreach to ethnic and foreign language press.
- Develop printed materials, fact sheets, brochures, summaries, fliers, PowerPoint presentations, relating to SCAG and SCAG's initiatives and other publications for general population distribution in concise, understandable, non-technical language.
- Maintain an updated calendar of events on SCAG's web site, accessible 24 hours a day, 7 days a week.
- Translate the most significant web site information and printed materials into other languages when needed and contingent upon resource and budget availability. Include the ethnic press in media advisories, press releases, press conference notifications, calendar advisories and other media communications. Maintain and update ethnic press contacts in the media contact database.
- Disseminate the *Challenges Facing Southern California* brochure at meetings, conferences, through mailings, and in SCAG's lobby area which highlights SCAG's major initiatives, invites participation within the community, solicits feedback and encourages citizens to "Get Informed and Get Involved."
- Make presentations on various SCAG initiatives throughout the region to citizens, community groups, environmental groups,

business organizations, minorities, faith-based organizations, subregions, other stakeholders, and other interested parties. Staff throughout the organization, along with Regional Council members, will conduct the presentations. Determine the appropriate staff and agency representatives to speak on policy, technical and media issues. Staff will proactively encourage presentations be included on various meeting agendas.

- Prepare technical and non-technical PowerPoint presentations for workshop, conference, hearings and other meeting use to showcase SCAG and SCAG's initiatives and simplify the regional planning process. Ensure that the presentations are easy-to-understand, interesting, and invites participation and involvement. Utilize graphics and animation to make the presentations more interesting and inviting. Tailor presentations to the audience by including subregional statistics and addressing primary areas of audience concern. Enhancements to the presentations should be based on community input and speaker feedback. Maintain a library of all PowerPoint presentations created. Post relevant PowerPoint presentations on SCAG's web site for public access.
- Utilize visualization techniques whenever possible such as maps, videos, PowerPoint presentations with graphics and animation, flowcharts, computer simulation, interactive GIS systems, photorealistic visualizations, video fly-throughs, illustrative drawings, simulated photos, sketches, and photo manipulation scenario planning tools to better and more easily communicate technical planning issues and strategies.
- Design and display a modular exhibit for "on-the-road" presentations and exhibit tables at conferences, workshops, meetings and other public events. The exhibit will be visually appealing and will graphically showcase SCAG's major planning initiatives to diverse audiences. This exhibit will increase the public's awareness of the work of SCAG and the importance of public involvement.
- Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.

Goal 4: Provide timely responses to issues, concerns, and comments raised by the public regarding the development and implementation of regional transportation plans, programs, and projects. Ensure

that the comments received are considered and incorporated into the deliberations regarding proposed plans and programs.

- SCAG will review and consider all public comments in the regional transportation planning process. Comments will be recorded, tracked and maintained through the Communication Management Software System (CMS), SCAG's contact database system. The system will provide a list of all comments received, the name of the commenter, the comment date, the topic, the comment message, and SCAG's response to the comment. All comments received will be responded to in a timely manner.
- Evaluate public comments received throughout the planning process and assess whether, and to what extent, modifications were made in the draft documents as a result of the comments received.

Goal 5: Enhance the participation process including seeking out and considering the needs of traditionally underrepresented and/or underserved persons. Ensure that minority and low-income persons have meaningful access to the public outreach and involvement activities.

- Coordinate with individuals, institutions or organizations to reach out to members in the affected minority and/or low income communities.
- Choose an event site and time convenient for participants. All events should be fully accessible to all citizens, including disabled, low-income and minority communities. Encourage the participation of elected officials at events and hearings.
- Provide assistance, if requested 14 days prior to the event, to people with disabilities, including individuals who are blind, have low-vision or are hearing impaired.
- Provide language assistance, if requested 14 days prior to the event, to Limited English Proficient Persons.
- Evaluate public participation efforts at the end of each phase of the planning process so that necessary modifications can be made for subsequent phases. Provide recommended strategies to enhance the outreach program and better serve the underrepresented segments of the region.

- Annually update the agency's overall Communications Strategy and seek Regional Council approval of the plan and recommended strategies.
- Develop and adopt a plan for providing language assistance for persons with limited English proficiency (LEP Plan).
- Maintain an outreach calendar of presentations, workshops and hearings which will enable staff to map presentations to determine geographically where we've been, the type of audience and the topic thus enhancing our ability to strengthen outreach to underrepresented areas. The goal is to average at least 15 presentations per month.
- ***Utilize SCAG's existing online survey programs to conduct outreach on public opinions of community interests to obtain feedback on regional issues.***
- Consider budgeting for surveys of demonstration project participants (such as Compass Blueprint) to provide better, more efficient services.
- Assess how effective the agency's communication strategies have been in impacting public policy. Consider conducting surveys of members, partners and stakeholders early in the planning process and again later to determine the effect of the communication effort.

"The better the citizenry as a whole are educated, the wider and more sensible public participation, debate and social mobility will be." *John Ralston Saul*



## **Appendix “A”**

### **Strategies, Procedures and Techniques for Public Participation Related to the Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP) and Overall Work Program (OWP)**

**SCAG’s recently adopted Public Participation Plan (“Plan”) serves as a guide for SCAG’s public involvement process as well as the continuing, comprehensive and coordinated planning process among the stakeholders to ensure the ongoing opportunity for broad-based participation in the development and review of regional plans and programs. For purposes of the Plan, “public” is intended to mean “Interested Parties” including citizens, affected public agencies, and other interested parties as identified on page 7 of the Plan.**

**This Appendix “A” to the adopted Public Participation Plan is intended to provide more explicit details as to SCAG’s strategies, procedures and techniques for public participation on the RTP, RTIP and OWP, as further described in Sections 2, 3 and 4 of this Appendix “A,” respectively. The interrelated goals identified in the Plan suggest that a coordinated approach to public outreach is best in seeking to spread a consistent message and increase public awareness of SCAG’s planning efforts. In each of our planning efforts, we need to communicate with the public who SCAG is and what we do, the challenges facing the region and the time constraints of the various planning activities. SCAG also seeks the public’s feedback, active participation and input in developing our plans.**

#### **SECTION 1. DEVELOPMENT OF STRATEGIES, PROCEDURES AND TECHNIQUES**

**SCAG staff consulted with a range of interested parties as required by SAFETEA-LU in developing the public participation strategies, procedures and techniques noted herein. SCAG has made significant efforts to reach out to interested parties, encourage feedback, and involve interested parties in the development of the Plan’s strategies and procedures and will continue these efforts in future updates to the Plan. Specifically, SCAG solicited comments and feedback from the county transportation commissions, the subregions, transit operators, federal and state resource agencies, Tribal Governments, representatives of the disabled, representatives of pedestrian walkways and bicycle transportation facilities, environmental groups, and other interested parties through mailings, email correspondence, workshops, presentations, meetings,**

***telephone communications and website postings encouraging individuals to get involved with developing the Public Participation Plan. SCAG also conducted a survey which asked several questions to help SCAG determine how to improve public participation. This survey was emailed to 3,600 individuals within SCAG's contact database system with valid email addresses of potential interested parties. SCAG engaged in interagency review by sending letters to over 200 affected agencies and organizations to seek input on the proposed strategies, procedures and techniques. Finally, SCAG continues to solicit feedback through an online Public Participation Form and a Public Participation Survey found on SCAG's website.***

## **SECTION 2: REGIONAL TRANSPORTATION PLAN**

### **RTP**

**Federal and state laws require SCAG to prepare a long-range Regional Transportation Plan, or RTP. The purpose of the RTP is to combine transportation policies and projects to: address mobility and congestion throughout Southern California, coordinate a balanced regional transportation system, identify adequate funding for transportation projects, and meet federal air quality requirements.**

**A complete update of an existing RTP is required every four years, and SCAG is currently undertaking the development of the 2008 RTP to provide Southern California with a comprehensive vision for its transportation future to the year 2035. In terms of strategies, procedures and techniques for public participation regarding the 2008 RTP, the tasks are broken down into three phases: pre-Draft RTP, post-Draft RTP and post-Final RTP, as noted below. SCAG intends to update this section of Appendix "A" prior to commencing each RTP update to reflect appropriate changes.**

#### **A. Phase 1: Pre-Draft RTP (April-October 2007)**

##### **Establish Regular "All Hands" Outreach Coordination Team Meetings: (April-October 2007).**

**While outreach activities have been ongoing since the adopted 2004 RTP, the single most important element to fostering and maintaining a fully-integrated agency outreach effort is to schedule and hold regular coordination meetings with the principal staff in all planning areas and consultants associated with each of the various outreach efforts. Key staff has already been identified. An initial coordination session was conducted on April 24, 2007.**

- ♦ **Outreach coordination meetings will provide important opportunities (1) to brief all members of the outreach coordination team on overall outreach goals and strategies; (2) to inform the team of upcoming outreach forums and other key milestones; and (3) to identify strategies and specific work tasks that can either be shared or can accommodate multiple outreach objectives.**
- ♦ **Schedule outreach coordination meetings on a bi-weekly basis. Initially, the focus will be on establishing unified outreach goals and formalizing team member roles. Subsequent sessions will be directed at identifying new opportunities for public presentations and proactively securing speaking engagements. Review progress and ensure implementation of the Public Participation Plan strategies.**

**Update Existing Presentation Materials: (January-October 2007).**

**Many of the needed PowerPoint presentations have already been prepared and are currently in use. SCAG has developed PowerPoint presentations on all major SCAG initiatives and they are easily accessible by all staff. These presentations will continue to be updated as new information becomes available. Communications staff will continue to work closely with Planning staff to ensure a consistent look and message for all of SCAG's communications.**

- ◆ **Provide clear, consistent and concise primary messages for media and public involvement and interaction.**
- ◆ **Update technical and non-technical PowerPoint presentations as new information becomes available.**
- ◆ **Tailor specific presentations to meet the needs and interests of the target audiences.**
- ◆ **Maintain a library of all PowerPoint presentations developed.**
- ◆ **Review and update all existing one-page Fact Sheets.**
- ◆ **Review and update brochures, fliers and other publications relating to SCAG and SCAG's initiatives for general population distribution in concise, understandable, non-technical language.**
- ◆ **Review and update public feedback forms, both paper and web-based.**
- ◆ **Review and enhance web interface to encourage public education and feedback on the related planning efforts.**
- ◆ **Include articles on plans and programs in SCAG's eVision newsletter, produced eight times each year as new information becomes available.**

**Create New Presentation Materials: (July-October 2007).**

**Develop new materials to simplify the RTP and cater to subregional audiences. Traditionally, interested parties raise questions about proposed projects in their specific community. Materials that visually highlight the most prominent features of the Plan and are most relevant to audiences will most likely be read and recalled.**

- ◆ **Create an introductory, fold-out brochure which visually showcases regional projects of significance. Highlights of the plan will be summarized and created to "pop" to peak interest and enhance readability.**
- ◆ **Create 14 subregional maps that visually depict proposed projects of "subregional" significance.**

- ◆ *Produce the RTP on a CD to ease handling and ensure more efficient use of resources.*
- ◆ *Prepare press releases, calendar advisories, notices of public hearings (in one major newspaper in each of the six counties), and reach out to the ethnic press by providing notices in English, Spanish and Chinese.*
- ◆ *Utilize visualization techniques whenever possible such as maps, videos, PowerPoint presentations with graphics and animation, flowcharts, computer simulation, interactive GIS systems, photorealistic visualizations, video fly-throughs, illustrative drawings, simulated photos, sketches, and photo manipulation scenario planning tools to better and more easily communicate technical planning issues and strategies.*
- ◆ *Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.*

**Enhance Website Capabilities: (June-October 2007).**

- ◆ *Create new web pages dedicated to the RTP, enhance navigation, and ensure information is up-to-date. Link to stakeholder web pages.*
- ◆ *Translate key RTP communications in English and Spanish on the web pages.*
- ◆ *Utilize SCAG's web site to provide information, announce draft and final plan releases, encourage feedback and comments from the public, make draft and final plans and corresponding documents available, provide contact information, educate about SCAG and SCAG initiatives, inform of upcoming events and meetings, post meeting agendas and minutes and provide access to major SCAG publications including Your Guide to SCAG, the Benefits of Membership, Member Handbook, the Legislative Reference Guide, the eVision newsletter, key PowerPoint presentations, data and other planning-related information.*
- ◆ *Ensure that the information available is timely, easy-to-understand and accessible and that the website is compliant with the 1990 Americans with Disabilities Act.*

**Update Contact Databases and Advisory Groups: (January-October 2007).**

- ◆ *Review and update mailing lists for outreach efforts.*
- ◆ *Expand contact databases to include all Interested Parties identified in the Plan.*
- ◆ *Work with subregional coordinators and SCAG task force and committee members to expand current list categories to include all Interested Parties.*
- ◆ *Convene an Environmental Justice Advisory Group to meet as needed. This group would include representatives of community-based*

**organizations, non-profits, and Tribal Governments from all parts of the SCAG region.**

- ◆ **Update media mailing lists that include metropolitan and local community newspapers, radio, television and cable outlets, trade journals, wire services, ethnic and foreign-language media, government and legal publications and special interest press directed at older audiences, the disabled, Native Americans and students.**

**Coordinate Outreach Efforts with other Stakeholder Organizations: (January-October 2007).**

- ◆ **Support interagency coordination by continuing to participate in the monthly Transportation Conformity Working Group.**
- ◆ **Mail Notice of Draft RTP availability to the stakeholders at the local, state and federal level to solicit their comment and input to the final RTP. Ensure that the public comment period is at least 30 days for the plan.**
- ◆ **Participate in regular monthly meetings with the CEOs of the county transportation commissions.**
- ◆ **Integrate the outreach effort of the subregional organizations and transportation and air quality agencies into the SCAG process.**
- ◆ **Together with subregional partners and other stakeholder organizations, notify interested parties through traditional meeting announcements, newspapers, public service announcements, press releases, special mailers, publications and agendas of committees, meetings, workshops, briefings, web site postings, email communications and other opportunities to participate, as appropriate.**
- ◆ **Hold monthly meetings with the subregional coordinators to review upcoming Regional Council and Policy Committee agendas and conduct other coordinating activities.**
- ◆ **Expand the membership of some of SCAG's various committees, task forces and working groups to ensure inclusion of the broader stakeholders and interest groups identified in the Plan.**
- ◆ **Keep interested parties informed with monthly progress reports during the plan development phase.**
- ◆ **Expand the membership of some of SCAG's various committees, task forces and working groups to ensure inclusion of the broader stakeholders and interest groups identified in the Plan.**

**Train Presenters: (May-June 2007).**

- ◆ **Brief staff members, SCAG elected officials and consultants on all materials available and how to present SCAG's messages to various types of audiences.**

- ◆ *Develop talking points on all PowerPoint presentations to ensure consistent message delivery.*

**Create an Outreach Schedule: (January-July 2007).**

- ◆ *Proactively contact groups to schedule speakers from the pool of available speakers, as appropriate, to meet the interests of the particular group.*
- ◆ *Continue the practice of attempting to get on other groups' agendas rather than creating meetings from scratch.*
- ◆ *Conduct presentations, hold briefings, workshops, hearings to diverse groups and organizations throughout the region.*
- ◆ *Hold any public meetings at convenient and accessible locations and times.*

**Maintain a Log of Outreach Efforts: (January-October 2007).**

- ◆ *Maintain a log of all agency-wide outreach presentations within CMS, SCAG's contact database system. Such a log already exists and will be augmented as needed to ensure sufficient documentation.*

**Conduct Public Hearings: (September-October 2007).**

- ◆ *Draft RTP Update is released for 30-day public review.*
- ◆ *Draft RTP Update is reviewed by SCAG's Transportation and Communications Committee as part of a public meeting.*
- ◆ *Announce public hearings in printed materials, on SCAG's website, and in local newspapers.*
- ◆ *Conduct at least three public hearings on the draft RTP. Schedule at least one public hearing in Los Angeles County, one in the Inland Empire and one in Orange County to ensure regional representation.*
- ◆ *Develop procedures for public hearings. Include the time to be allotted to each speaker and how the order of appearance is determined. A written explanation of adopted procedures should be distributed to participants both prior to and at the hearing. Make arrangements for the submission of written statements in addition to verbal comments.*
- ◆ *Provide translation services at these public hearings, if needed.*

**Reach Out to Traditionally Underrepresented and/or Underserved Audiences: (April-October 2007).**

- ◆ *Work with Member Relations staff and Subregional Coordinators to aid in identifying underrepresented segments of the region.*
- ◆ *Coordinate with individuals, institutions or organizations to reach out to members in the affected minority and/or low income communities.*

- ◆ *Provide assistance, if requested 14 days prior to the event, to people with disabilities, including individuals who are blind, have low-vision or are hearing impaired.*
- ◆ *Provide language assistance, if requested 14 days prior to the event, to Limited English Proficient Persons.*
- ◆ *Develop and adopt a plan for providing language assistance for persons with limited English proficiency (LEP Plan).*
- ◆ *Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.*

**Consider and Incorporate Comments Received into the Deliberations Regarding Proposed Plans and Programs: (January-October 2007).**

- ◆ *Review and consider all public comments in the regional transportation planning process.*
- ◆ *Record, track and maintain a log of comments and SCAG's response to the comments within the Communication Management Software System (CMS), SCAG's contact database system.*
- ◆ *Respond to all comments received in a timely manner.*
- ◆ *Evaluate public comments received throughout the planning process and assess whether, and to what extent, modifications were made in the draft documents as a result of the comments received.*

**Evaluate Public Participation Activities: (October 2007).**

- ◆ *Evaluate public participation efforts at the end of phase 1 so that necessary modifications can be made for subsequent phases.*
- ◆ *Provide recommendations to enhance the outreach program and better serve the underrepresented segments of the region.*

**B. Phase 2: Post- Draft RTP (October-December 2007)**

**Continue On-going "All Hands" Outreach Coordination Team Meetings: (October-December 2007).**

- ◆ *Schedule outreach coordination meetings on a bi-weekly basis to identify new opportunities for public presentations and proactively securing speaking engagements and to ensure implementation of the Public Participation Plan strategies.*



**Update Existing Presentation Materials: (October-December 2007).**

- ◆ **Revise existing materials as needed to reflect changes in data, information, strategies, and in response to comments received.**

**Create New Presentation Materials: (October-December 2007).**

- ◆ **Develop new materials, as needed, to simplify the RTP, cater to subregional audiences and reach ethnic segments of the region.**
- ◆ **Continue to utilize visualization techniques whenever possible such as maps, videos, PowerPoint presentations with graphics and animation, flowcharts, computer simulation, interactive GIS systems, photorealistic visualizations, video fly-throughs, illustrative drawings, simulated photos, sketches, and photo manipulation scenario planning tools to better and more easily communicate technical planning issues and strategies.**
- ◆ **Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.**

**Enhance Website Capabilities: (October-December 2007).**

- ◆ **Continue to utilize SCAG's web site to provide information, announce draft and final plan releases, encourage feedback and comments from the public, make draft and final plans and corresponding documents available, provide contact information, educate about SCAG and SCAG initiatives, inform of upcoming events and meetings, post meeting agendas and minutes and provide access to major SCAG publications including Your Guide to SCAG, the Benefits of Membership, Member Handbook, the Legislative Reference Guide, the eVision newsletters, key PowerPoint presentations, data and other planning-related information.**
- ◆ **Ensure that the information available is timely, easy-to-understand and accessible and that the website is compliant with the 1990 Americans with Disabilities Act.**

**Update Contact Databases and Advisory Groups: (October-December 2007).**

- ◆ **Review and update mailing lists for outreach efforts.**
- ◆ **Expand contact databases to include all Interested Parties identified in the Plan.**
- ◆ **Work with subregional coordinators and SCAG task force and committee members to expand current list categories to include all Interested Parties.**
- ◆ **Update media mailing lists that include metropolitan and local community newspapers, radio, television and cable outlets, trade**

*journals, wire services, ethnic and foreign-language media, government and legal publications and special interest press directed at older audiences, the disabled, Native Americans and students.*

**Coordinate Outreach Efforts with other Stakeholder Organizations: (October-December 2007).**

- ◆ *Support interagency coordination by continuing to participate in the monthly Transportation Conformity Working Group.*
- ◆ *Participate in regular monthly meetings with the CEOs of the county transportation commissions.*
- ◆ *Integrate the outreach effort of the subregional organizations and transportation and air quality agencies into the SCAG process.*
- ◆ *Together with subregional partners and other stakeholder organizations, notify interested parties through traditional meeting announcements, newspapers, public service announcements, press releases, special mailers, publications and agendas of committees, meetings, workshops, briefings, website postings, email communications and other opportunities to participate, as appropriate.*
- ◆ *Hold monthly meetings with the subregional coordinators to review upcoming Regional Council and Policy Committee agendas and conduct other coordinating activities.*
- ◆ *Keep interested parties informed with monthly progress reports during the post-draft plan development phase.*

**Develop an Outreach Schedule: (October-December 2007).**

- ◆ *Proactively contact groups to schedule speakers from the pool of available speakers, as appropriate, to meet the interests of the particular group.*
- ◆ *Continue the practice of attempting to get on other groups' agendas rather than creating meetings from scratch.*
- ◆ *Conduct presentations, hold briefings, workshops, hearings to diverse groups and organizations throughout the region.*
- ◆ *Hold any public meetings at convenient and accessible locations and times.*

**Maintain a Log of Outreach Efforts: (October-December 2007).**

- ◆ **Maintain a log of all agency-wide outreach presentations within CMS, SCAG's contact database system.**

**Reach Out to Traditionally Underrepresented and/or Underserved Audiences: (October-December 2007)**

- ◆ **Work with Member Relations staff and Subregional Coordinators to aid in identifying underrepresented segments of the region.**
- ◆ **Coordinate with individuals, institutions or organizations to reach out to members in the affected minority and/or low income communities.**
- ◆ **Engage Tribal Government in the RTP processes through Tribal Government representation on SCAG's governing board and policy committees and through the Tribal Government Relations Task Force.**
- ◆ **Provide assistance, if requested 14 days prior to the event, to people with disabilities, including individuals who are blind, have low-vision or are hearing impaired.**
- ◆ **Provide language assistance, if requested 14 days prior to the event, to Limited English Proficient Persons.**
- ◆ **Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.**

**Consider and Incorporate Comments Received into the Deliberations Regarding Proposed Plans and Programs: (October-December 2007).**

- ◆ **Review and consider all public comments in the regional transportation planning process.**
- ◆ **Record, track and maintain a log of comments and SCAG's response to the comments within the Communication Management Software System (CMS), SCAG's contact database system.**
- ◆ **Respond to all significant comments received in a timely manner.**
- ◆ **Evaluate public comments received throughout the planning process and assess whether, and to what extent, modifications were made in the draft documents as a result of the comments received.**
- ◆ **Provide additional opportunity for public comment on the revised plan if the final plan differs significantly from the draft plan that was previously made public.**
- ◆ **Provide a summary, analysis and report on the disposition of comments as part of the final plan.**
- ◆ **Prepare Final RTP Update for adoption by Regional Council at a public meeting.**

**Evaluate Public Participation Activities: (December 2007).**

- ♦ *Evaluate public participation efforts at the end of phase 2 so that necessary modifications can be made for subsequent phases.*
- ♦ *Provide recommendations to enhance the outreach program and better serve the underrepresented segments of the region.*
- ♦ *Assess how effective the agency's communication strategies have been in impacting public policy. Conduct a survey of members, partners, stakeholders immediately after the release of the draft plan and again later after the adoption of the plan to determine the impact of the public participation effort.*

**C. Phase 3: Post- Final RTP (February-December 2008)**

**Update Existing Presentation and Printed Materials: (February-December 2008).**

- ♦ *Provide clear, consistent and concise primary messages for media and public involvement and interaction.*
- ♦ *Update technical and non-technical PowerPoint presentations as new information becomes available.*
- ♦ *Tailor specific presentations to meet the needs and interests of the target audiences.*
- ♦ *Maintain a library of all PowerPoint presentations developed.*
- ♦ *Review and update all existing one-page Fact Sheets.*
- ♦ *Review and update brochures, fliers and other publications relating to SCAG and SCAG's initiatives for general population distribution in concise, understandable, non-technical language.*
- ♦ *Review and update public feedback forms, both paper and web-based.*
- ♦ *Review and enhance web interface to encourage public education and feedback.*
- ♦ *Include articles on plans and programs in SCAG's eVision newsletter, produced eight times each year.*

**Create New Presentation Materials: (February-December 2008).**

- ♦ *Create a final brochure which visually showcases regional projects of significance. Highlights of the plan will be summarized and created to "pop" to peak interest and enhance readability.*
- ♦ *Revise 14 subregional maps that visually depict proposed projects of "subregional" significance.*
- ♦ *Produce the RTP on a CD to ease handling and ensure more efficient use of resources.*

- ◆ *Prepare press releases and reach out to the ethnic press by providing notices in English, Spanish and Chinese.*
- ◆ *Utilize visualization techniques whenever possible such as maps, videos, PowerPoint presentations with graphics and animation, flowcharts, computer simulation, interactive GIS systems, photorealistic visualizations, video fly-throughs, illustrative drawings, simulated photos, sketches, and photo manipulation scenario planning tools to better and more easily communicate technical planning issues and strategies.*
- ◆ *Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.*

**Enhance Website Capabilities: (February-December 2008).**

- ◆ *Maintain web pages dedicated to the RTP and ensure information is up-to-date.*
- ◆ *Translate key RTP communications in English and Spanish on the web pages.*
- ◆ *Utilize SCAG's website to provide information, announce draft and final plan releases, encourage feedback and comments from the public, make draft and final plans and corresponding documents available, provide contact information, educate about SCAG and SCAG initiatives, inform of upcoming events and meetings, post meeting agendas and minutes and provide access to major SCAG publications including Your Guide to SCAG, the Benefits of Membership, Member Handbook, the Legislative Reference Guide, the eVision newsletters, key PowerPoint presentations, data and other planning-related information.*
- ◆ *Ensure that the information available is timely, easy-to-understand and accessible and that the website is compliant with the 1990 Americans with Disabilities Act.*

**Update Contact Databases and Advisory Groups: (February-December 2008).**

- ◆ *Review and update mailing lists for outreach efforts.*
- ◆ *Expand contact databases to include all Interested Parties identified in the Plan.*
- ◆ *Work with subregional coordinators and SCAG task force and committee members to expand current list categories to include all Interested Parties.*

**Coordinate Outreach Efforts with other Stakeholder Organizations:  
(February-December 2008).**

- ◆ **Support interagency coordination by continuing to participate in the monthly Transportation Conformity Working Group.**
- ◆ **Participate in regular monthly meetings with the CEOs of the county transportation commissions.**
- ◆ **Together with subregional partners and other stakeholder organizations, notify interested parties through traditional meeting announcements, newspapers, public service announcements, press releases, special mailers, publications and agendas of committees, meetings, workshops, briefings, website postings, email communications and other opportunities to participate, as appropriate.**
- ◆ **Hold monthly meetings with the subregional coordinators to review upcoming Regional Council and Policy Committee agendas and conduct other coordinating activities.**
- ◆ **Expand the membership of some of SCAG's various committees, task forces and working groups to ensure inclusion of the broader stakeholders and interest groups identified in the Plan.**

**Create an Outreach Schedule: (February-December 2008).**

- ◆ **Even after the Plan has been adopted, continue to proactively contact groups to schedule speakers from the pool of available speakers, as appropriate, to meet the interests of the particular group.**
- ◆ **Continue the practice of attempting to get on other groups' agendas rather than creating meetings from scratch.**
- ◆ **Conduct presentations, hold briefings, workshops, hearings to diverse groups and organizations throughout the region.**
- ◆ **Hold any public meetings at convenient and accessible locations and times.**

**Maintain a Log of Outreach Efforts: (February-December 2008).**

- ◆ **Maintain a log of all agency-wide outreach presentations within CMS, SCAG's contact database system.**

**Reach Out to Traditionally Underrepresented and/or Underserved Audiences: (February-December 2008).**

- ◆ **Work with Member Relations staff and Subregional Coordinators to aid in identifying underrepresented segments of the region.**
- ◆ **Coordinate with individuals, institutions or organizations to reach out to members in the affected minority and/or low income communities.**
- ◆ **Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.**

**Evaluate Public Participation Activities: (February-December 2008).**

- ♦ ***Continue to monitor outreach presentations and assess whether outreach efforts are being conducted throughout the region, including the outlying areas of the region.***

**RTP Amendments**

***An amendment is a major revision to a long-range RTP, including adding or deleting a project, major changes in project/project phase costs, initiation dates, and/or design concepts and scope. A RTP Amendment requires public review and comment, demonstration that the project can be completed based on expected funding, and a determination that the change conforms to air quality requirements.***

***SCAG's strategies, procedures and techniques for public participation regarding RTP Amendments include, but are not limited to, the release of the proposed RTP amendment for a 30-day public review, posting of the proposed RTP amendment on SCAG's website, presentation of the proposed RTP amendment before certain SCAG committees, review of the proposed RTP amendment by SCAG's Transportation and Communications Committee at a public meeting, and adoption of the proposed RTP amendment by SCAG's Regional Council as part of the public meeting.***

### **SECTION 3. REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

***SCAG's Regional Transportation Improvement Program, or RTIP, is a capital listing of all transportation projects proposed over a six-year period. The listing identifies specific funding sources and funding amounts for each project. The proposed transportation projects are funded through a variety of federal, state and local sources. Projects consist of improvements such as, highway improvements, transit, rail, bus, high occupancy vehicle lanes, signal synchronization, intersection improvements, and freeway ramps to name a few. The RTIP must include all transportation projects that are federal funded, as well as all regionally significant transportation projects for which federal approval (Federal Highway Administration or Federal Transit Administration) is required, regardless of funding source. The projects are submitted to SCAG by the five County Transportation Commissions and the Imperial Valley Association of Governments (IVAG). SCAG analyzes the projects to ensure that they are consistent with state and federal requirements. Federal law requires the RTIP be consistent with the RTP.***

***The following outlines SCAG's strategies, procedures and techniques for public participation on the RTIP. SCAG intends to update this section of the Appendix if needed prior to commencing each RTIP cycle to reflect appropriate changes.***

#### **A. RTIP Public Participation Process in the SCAG Region**

***At the outset, it should be noted that SCAG has a Memorandum of Understanding (MOU) with transit operators and each of the County Transportation Commissions (CTCs) within the SCAG Region. These MOUs specify the role of the CTCs with respect to approval of transportation projects utilizing federal, state highway, and transit funds within their respective jurisdiction. They are also responsible for transportation programming and short range planning in their respective county. As a result, the County Transportation Commissions transmit their approved County TIP to SCAG. As such the public participation process and coordination is a tiered process within the SCAG region. This tiered process initiates the public participation process at the CTC's county TIP development stage which occurs long before the development of the SCAG RTIP.***

***There are several opportunities for the public to review and comment on projects and programs during the development of each county TIP and approval of the SCAG RTIP. These public participation opportunities are described below.***



**i. Project Identification**

**Public participation begins at the local agency level starting with identifying projects and associated work scopes based on local and regional transportation needs. Newly identified projects are commonly placed on funding needs lists, funding plans or capital improvement program plans and programs that identify projects to be funded. These lists, plans and programs are adopted by local agency boards (mostly elected officials) in meetings open to the general public. Stakeholders, interest groups and the general public have the opportunity to review and comment on these projects and local plans prior to local agency board approvals.**

**ii. Project Funding**

**The general public, interested parties and stakeholders have an opportunity to review and comment on projects and programs during the allocation of funds by local agencies including cities, counties, special districts, and county transportation commissions (CTCs) and the Imperial Valley Associated Governments (IVAG).**

**The process of assigning specific funding sources to projects normally occurs in meetings open to the general public by public policy boards. For example, the CTCs and IVAG in the SCAG region conduct “call for projects” when funding under their control (federal, state and/or local) is available for programming. Local agencies apply and compete for available funding based on adopted eligibility guidelines consistent with federal, state and local county requirements. Candidate projects usually have gone through an initial public review process described in Section A.i above and are included in a local agency capital improvement needs programs or plans. The CTCs and IVAG work through their respective committee review process to develop a list of projects recommended for funding and adoption by each respective policy board. CTCs/IVAG review committees are comprised of local agency staff (stakeholders and interested parties), and in some cases include public elected officials. Review committee meetings are publicly noticed. The recommended project lists approved by the committees are forwarded to the respective policy boards for approval. Projects proposed for funding are made available for review by the general public, stakeholders and interested parties in advance of adoption by the CTCs/IVAG policy boards. All allocation of funds by the policy boards occur in publicly noticed meetings open to the general public.**

***The allocation of public funds to projects by other entities go through public review processes that are consistent with the federal, state and/or local laws that govern the allocation of the funds.***

### **iii. County TIP Development**

***The CTCs and IVAG develop their respective TIPs based on RTIP Guidelines written by SCAG in consultation with the CTCs/IVAG and Federal Highway Administration staff, and approved by SCAG's Regional Council. All projects programmed in County TIPs have been previously approved for funding by the entity responsible for allocating the project funds such as described in Section A.i above. When submitting County TIPs to SCAG, each CTC and IVAG is required to adopt a financial resolution which certifies that it has the resources to fund the projects in the TIP and affirms its commitment to implement all projects. The financial resolution is approved by each policy board in publicly noticed meetings open to the general public.***

### **iv. SCAG RTIP Development**

***SCAG develops the RTIP for the six-county region based on the County TIPs prepared and submitted by the CTCs and IVAG described above in Section iii. The Draft SCAG RTIP is noted for a 30-day public review, and a public hearing is held at the SCAG office. Notices of the public hearings are placed in the major newspapers throughout the SCAG region. SCAG conducts additional public outreach efforts through the placement of public notices in minority newspapers such as, but not limited to, the Los Angeles Sentinel, La Opinion, El Chicano Newspaper, the Chinese Daily News, and the Korea Times. The Draft SCAG RTIP documents are made available for review and comment by stakeholders, interested parties and the general public through the SCAG internet website at <http://www.scag.ca.gov/rtip> and at public libraries throughout the six-county region prior to the public hearing.***

***In addition to the public hearing held at the SCAG office, SCAG committees and working groups also review and discuss draft RTIPs. These SCAG groups include the Regional Transportation Agencies' Coalition (RTAC), the Transportation and Communications Committee (TCC), the Transportation Conformity Working Group (TCWG), the Energy and Environment Committee (EEC) and the Chief Executive Officers' Committee. The SCAG Regional Council takes final action when they review and adopt the RTIP as part of a public meeting.***

#### **v. SCAG RTIP Updates**

*The RTIP is amended several times a year. This process is similar to developing the formal RTIP. Proposed amendments to the adopted RTIP are submitted by the CTCs and IVAG to SCAG. After SCAG has completed its analyses of the proposed change(s) to the RTIP ensuring consistency with the various programming rules and regulations, SCAG electronically posts the proposed change(s) for public review and comment on the SCAG website at <http://www.scag.ca.gov/rtip>. In addition to posting the amendment information on the web, a notice is sent to the Transportation Conformity Working Group as part of the RTIP amendment public review process.*

#### **B. Schematic of the Public Participation Process**

*The following schematic helps to illustrate when stakeholders, interested parties and the general public have the opportunity to review and comment during the RTIP programming development process described above in Section A.*

# SCAG RTIP Public Participation Process

## Public Review & Comment

Development of project lists requiring funding are commonly adopted by public boards in meetings open to the general public.

The allocation of funds to projects commonly occurs by policy boards in publicly noticed meetings open to the general public.

CTCs & IVAG policy boards adopt RTIP financial resolutions. Noticed public hearing is held at the SCAG office to take public input on RTIP document.

Proposed amendments to the RTIP are posted to the SCAG website 15 days prior to transmittal to State and Federal agencies for approval.

## TIP Development Process

### Project Identification

Projects are identified based on needs and placed on capital improvement programs or other lists awaiting funds.

### Project Funding

Projects receiving state and federal funds and/or approvals and local projects determined regionally significant are identified for programming in County TIPs and the SCAG RTIP

### County TIPs & SCAG RTIP Development

Projects are first programmed in County TIPs and then submitted to SCAG for inclusion in the SCAG RTIP.

### RTIP Updates

SCAG processes amendments to the RTIP based on changes requested by the CTCs and IVAG.

**C. Other RTIP Public Participation strategies, procedures and techniques**

***Enhance Website Capabilities:***

- ◆ ***Utilize SCAG's web site to provide information, announce draft and final program releases, encourage feedback and comments from the public, make draft and final programs and corresponding documents available, provide contact information, inform of upcoming events and meetings, post meeting agendas and minutes***
- ◆ ***Ensure that the information available is timely, easy-to-understand and accessible and that the website is compliant with the 1990 Americans with Disabilities Act.***

***Update Contact Databases and Advisory Groups:***

- ◆ ***Review and update mailing lists for outreach efforts.***
- ◆ ***Expand contact databases to include all Interested Parties identified in the Plan.***

***Coordinate Outreach Efforts with other Stakeholder Organizations:***

- ◆ ***Support interagency coordination by continuing to participate in the monthly Transportation Conformity Working Group.***
- ◆ ***Mail Notice of Draft RTIP availability to the stakeholders at the local, state and federal level to solicit their comment and input to the final RTIP. Ensure that the public comment period is at least 30 days for the program.***
- ◆ ***Participate in regular meetings with the county transportation commissions/IVAG in the coordination of the draft and final RTIP.***

***Conduct Public Hearing:***

- ◆ ***Announce public hearings in printed materials, on SCAG's website, and in local newspapers.***
- ◆ ***Hold any public meetings at convenient and accessible locations and times.***
- ◆ ***Conduct at least two public hearings on the draft RTIP. Schedule at least one public hearing at the SCAG offices in Los Angeles.***
- ◆ ***Where possible make public hearings available via video or teleconference.***
- ◆ ***Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.***

***Maintain a Log of Outreach Efforts:***

- ◆ ***Maintain a log of all agency-wide outreach presentations within CMS. Such a log already exists and will be augmented as needed to ensure sufficient documentation.***
- ◆ ***Review and consider all public comments in the regional transportation planning process.***
- ◆ ***Record, track and maintain a log of comments and SCAG's response to the comments within the Communication Management Software System (CMS).***
- ◆ ***Respond to all comments received in a timely manner.***

***D. Annual Listing of Projects***

***SAFETEA-LU requires the production of this annual listing with the cooperation of Caltrans and the public transportation operators throughout the SCAG region. Additionally, SAFETEA-LU also requires an additional list which identifies all bicycle/pedestrian projects for which Federal funds were obligated in the preceding year. The listing is available on SCAG's website.***

***The county commissions and IVAG working with the project sponsors within their respective county update project obligations for projects in their county through use of the SCAG RTIP database. SCAG then produces an annual listing of projects utilizing the SCAG RTIP database. In addition, Caltrans produces obligation reports for the MPO's which SCAG also makes available on its website as supplemental information.***

***E. RTIP Amendments***

***For the RTIP, the Federal Highway Administration (FHWA) California Division has provided definitions of amendments and corresponding conformity requirements. The following summarizes the categories of amendments identified by FHWA for the RTIP and the public participation requirements for each amendment type.***

***Category 1. Administrative***

***An administrative amendment includes minor changes to project cost, schedule, scope, or funding sources. Please see the Procedures for***

***Federal Statewide Transportation Program (FSTIP) Modifications for a complete definition of administrative amendments.***

***Category 2. Formal Amendment – Changes that do not impact the existing conformity determination.***

***The category of formal amendments may include project cost changes that are greater than 20% of the total project cost or \$2 million, whichever is higher. This amendment may also include adding or deleting projects that are exempt from regional emission analyses. These types of amendments typically include transit or safety projects.***

***Category 3. Formal Amendment – Relying on the existing Conformity Determination.***

***This amendment may include adding a project or a project phase to the program. This amendment category consists of projects that are modeled and are included in the regional emissions analysis.***

***Category 4. Formal Amendment – New Conformity Determination.***

***This amendment may include adding or deleting projects that are not currently included in the regional emissions analysis nor part of the existing conformity determination. This amendment may involve adding or deleting projects that must be modeled for their air quality impacts: significantly changing the design concept, scope; or schedule of an existing project.***

**Public Hearing - Public Review & Comment Period Requirement**

<b>Amendment Category</b>	<b>Public Hearing Requirement</b>	<b>Public Review Period # of Days</b>
<b>Category 1. Administrative</b>	<b>n/a</b>	<b>n/a</b>
<b>Category 2. Formal - Changes that do not impact the existing conformity determination</b>	<b>No</b>	<b>15</b>
<b>Category 3. Formal - Relying on existing conformity determination</b>	<b>No</b>	<b>15</b>
<b>Category 4. Formal – Requires a new conformity determination</b>	<b>Yes</b>	<b>30</b>



#### **SECTION 4. OVERALL WORK PROGRAM**

***Funding for SCAG's metropolitan planning activities are documented in an annual Overall Work Program (OWP) (also known as a Unified Planning Work Program), pursuant to federal requirements, 23 CFR 450.308(b)-(c), and Caltrans guidance.***

***The OWP is developed each fiscal year, and details the agency's planning and budgetary priorities for the following fiscal year. SCAG's federal and state funding partners (FHWA, FTA and Caltrans) must approve SCAG's OWP each year before it takes effect.***

***The following describes SCAG's strategies, procedures and techniques with respect to public participation on the OWP.***

##### **Adopt OWP Preparation Schedule and Work Programs Outcomes: (September-October).**

- ◆ ***Regional Council adopts the OWP preparation schedule and work program outcomes for the coming fiscal year.***

##### **Develop Project Ranking and Selection Criteria: (November-February).**

- ◆ ***SCAG develops project ranking and selection criteria and communicates to the subregional coordinators (representing 14 geographic areas within the SCAG region), resulting in the development of a preliminary work program.***

##### **Conduct Multiple Review Sessions: (November-February).**

- ◆ ***SCAG consults with subregional coordinators resulting in the development of a preliminary work program.***

##### **Hold Monthly Meetings with Subregional Coordinators: (February-May).**

- ◆ ***Hold monthly meetings with the subregional coordinators throughout the OWP development stages to keep them apprised of processes, solicit their feedback and address their questions and/or concerns.***

##### **Conduct a Budget Workshop: (February).**

- ◆ ***SCAG staff conducts a Budget Workshop for the Regional Council and members of the public.***

**Distribute Draft OWP: (March).**

- ♦ *The Regional Council approves the Comprehensive Budget which includes the draft OWP. The draft OWP is distributed to all Regional Council members and the Regional Council approves the release of the document for a 30-day public comment and review period. The draft OWP is also placed on SCAG's website.*

**Distribute the Draft OWP for Public Comments: (March).**

- ♦ *Mail letters to over 300 City Planners, Planning Directors and other Planning representatives within the SCAG region, including subregional coordinators, CTCs and transit operators, and encourage their feedback on the draft OWP. Notify them of the availability of the draft document on SCAG's website.*

**Review and Consider Comments Received in the Final OWP Deliberations: (April).**

- ♦ *Review and consider all public comments in the OWP planning process.*
- ♦ *Record, track and maintain a log of comments and SCAG's response to the comments.*

**Adopt the Final Comprehensive Budget and Resolution Authorizing the Submittal to Funding Partners: (May).**

- ♦ *The Regional Council adopts the Final Comprehensive Budget and Resolution authorizing the submittal of the Final OWP to Caltrans and other funding agencies as necessary for approval. Caltrans must submit the recommended Final OWP to FHWA/FTA by June 1 of each year.*

# MEMO

**DATE:** July 12, 2007

**TO:** Transportation and Communications Committee

**FROM:** Leeor Alpern, Government Affairs Analyst, (213) 236-1883, alpern@scag.ca.gov

**SUBJECT:** 2007 State and Federal Legislation Matrix

## BACKGROUND:

The attached legislative bill matrix provides summaries of state and federal legislation relevant to SCAG activities and items of interest.

These legislative bills are organized by subject matter in the following categories: SCAG Position Bills, Aviation, Transit, Transportation, and Transportation Bonds. An index is provided for ease of reference.

Bill summaries include known on-record positions for other statewide organizations following these issues such as the League of California Cities, California State Association of Counties, CALCOG, and others. Also included for your information is each bill's position in the legislative process. Any bills included in previous matrices that have failed to move, i.e., 'dead' bills or 'two year' bills (i.e., that have not passed out of its first policy committee before the constitutional deadline), have either been labeled or have been purged from the matrix.

Att.

## FISCAL IMPACT:

This information item has no fiscal impact on SCAG.

Reviewed by:

Leeor Alpern for Don Rhodes  
Division Manager

Reviewed by:

Sylvia Peterson  
Department Director

Reviewed by:

[Signature]  
Chief Financial Officer

**2007 State and Federal Legislation Matrix**  
**SCAG Transportation and Communications Committee**  
**July 12, 2007**

1. Index of Legislation
2. SCAG Position Bills
3. Aviation, Transit, Transportation & Transportation Bond Bills

<b>AVIATION</b>			
US HR 313	Pearce [R]	Greater Access to Air Transportation	
US HR 1356	Oberstar [DFL]	Federal Aviation Administration Appropriations	
US HR 1708	Harman [D]	Noise Compatibility Projects	
US S 509	Inouye [D]	Improved Aviation Security	
US S 996	Feinstein [D]	Passenger Facility Fee Eligibility	
US S 1076	Inouye [D]	Aviation Safety and Capacity	
<b>SCAG Position Bills</b>			
CA AB 169	Levine [D]	Joint Powers Authorities: Indian Tribes	
CA AB 630	Price [D]	Air Emissions Standards: EPA Waiver	05/01/2007
CA AB 1240	Benoit [R]	Riverside County Transportation Commission	
CA AB 1457	Huffman [D]	Parks and Recreation: State Parks: Roads	
CA SB 61	Runner G [R]	High-Occupancy Toll Lanes and Toll Roads	05/01/2007
CA SB 375	Steinberg [D]	Transportation Planning: Travel Models: Reviews	06/04/2007
CA SB 445	Torlakson [D]	Road User Task Force	06/04/2007
CA SCR 16	Negrete McLeod [D]	Gary Moon Memorial Interchange	03/26/2007
<b>TRANSIT</b>			
CA AB 387	Duvall [R]	Design-Build: Transit Contracts	04/17/2007
CA AB 889	Lieu [D] Position:	Metro Green Line Construction Authority MTA-Opp	04/30/2007
CA AB 901	Nunez [D] Position:	Transportation: Highway Safety Traffic Reduction MTA-SuppIfAmend	06/01/2007
CA AB 981	Ma [D]	High Speed Rail Authority	04/12/2007

CA AB 1221	Ma [D] <b>Position:</b>	Transit Village Developments: Tax Financing CALCOG-Sup	06/20/2007
CA AB 1228	Solorio [D] <b>Position:</b>	High-Speed Passenger Train Bond Act OCTA-Sponsor	
CA AB 1240	Benoit [R] <b>Position:</b>	Riverside County Transportation Commission CSAC-Sup, RCTC-Sponsor, SCAG-Sup	
CA SB 442	Ackerman [R] <b>Position:</b>	Public Contracts: Transit Projects: Design-Build OCTA-Sponsor, SCAG-Sup	04/09/2007
CA SB 650	Padilla [D] <b>Position:</b>	Vehicles: Maximum Length: Exceptions MTA-Sup	05/30/2007
CA SB 724	Kuehl [D] <b>Position:</b>	Public Utilities Commission: Rate Setting MTA-Sup	03/27/2007
US HR 238	Waxman [D]	Funding for San Fernando Valley Metro Rail Project	
US S 497	Boxer [D]	Los Angeles to San Fernando Valley Metro Rail Project	

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**TRANSPORTATION**

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CA AB 57	Soto [D] <b>Position:</b>	Highways: Safe Routes to School Construction Program League-Sup, MTC-Sup	06/01/2007
CA AB 256	Huff [R] <b>Position:</b>	Highway Users Tax Account: Appropriation of Funds CSAC-Sup, OCTA-Sponsor	04/25/2007
CA AB 397	Adams [R]	Sales and Use Taxes: Exemption: Fuel Taxes	03/29/2007
CA AB 642	Wolk [D] <b>Position:</b>	Design-Build: Counties, Cities & Special Districts League-Sup	
CA AB 663	Galgiani [D]	Alcoholic Beverages: Advertising	05/29/2007
CA AB 784	Karnette [D]	Transportation Bonds	04/24/2007
CA AB 867	Davis [D]	Transportation Analysis Zones	

CA AB 899	Parra [D]	Transportation Facilities: Public-Private Partnerships	04/10/2007
CA AB 945	Carter [D] <b>Position:</b>	Transportation Needs Assessment CSAC-Sup, MTC-Sup	04/26/2007
CA AB 1003	Jeffries [R]	Department of Transportation: Engineering Services	04/09/2007
CA AB 1295	Spitzer [R]	Tolls: Orange and Riverside Counties	05/01/2007
CA AB 1306	Huff [R] <b>Position:</b>	Sales Taxes on Gasoline MTA-Opp, OCTA-Sponsor	
CA AB 1322	Duvall [R]	Transportation: Eminent Domain	05/24/2007
CA AB 1373	Emmerson [R] <b>Position:</b>	Highway Construction Contract: Design-Build Method SANBAG-Sup	
CA AB 1457	Huffman [D] <b>Position:</b>	Parks and Recreation: State Parks: Roads OCTA-Opp, SCAG-Opp	
CA AB 1499	Garrick [R] <b>Position:</b>	Department of Transportation: Design-Build SANBAG-Sup	
CA SB 45	Perata [D]	Transportation Funds: Transit System Safety	06/04/2007
CA SB 56	Runner G [R]	Highway Construction Contracts	05/01/2007
CA SB 61	Runner G [R] <b>Position:</b>	High-Occupancy Toll Lanes and Toll Roads SANBAG-Sup, SCAG-Sup	05/01/2007
CA SB 184	Alquist [D] <b>Position:</b>	Transportation Projects OCTA-Sponsor	
CA SB 427	Harman [R] <b>Position:</b>	Environmental Quality Act: Impact Reports CALCOG-Sup	
CA SB 445	Torlakson [D] <b>Position:</b>	Road User Task Force CALCOG-Sup, CSAC-Sup, MTA-SupIfAmend, MTC-Sup, SANBAG-Sup	06/04/2007

CA SB 717	Perata [D] <b>Position:</b>	Transportation Investment Fund CALCOG-Sup, CSAC-Sup, League-Sup	05/10/2007
CA SB 826	Padilla [D]	Solid Waste: Environmental Justice: Facilities Permits	06/04/2007
CA SB 872	Ackerman [R] <b>Position:</b>	State-Local Partnership Program OCTA-Sup	05/08/2007
CA SB 974	Lowenthal [D]  <b>Position:</b>	Ports: Congestion Relief: Environmental Mitigation CALCOG-Sup, MTA-SuppIfAmend	05/24/2007
CA SB 1016	Wiggins [D]	Diversion: Annual Reports	04/10/2007
CA SB 1020	Padilla [D]	Solid Waste: Diversion	04/09/2007
CA SCR 16	Negrete McLeod [D] <b>Position:</b>	Gary Moon Memorial Interchange SANBAG-Sup, SCAG-Sup	03/26/2007
US HR 238	Waxman [D]	Funding for San Fernando Valley Metro Rail Project	
US HR 802	Oberstar [DFL]	Act to Prevent Pollution from Ships	03/26/2007
US HR 1053	Miller Ga [R]	California Transportation Projects	
US HR 1195	Oberstar [DFL]	Safe Accountable Flexible Efficient Transportation Act	03/26/2007
US HR 1401	Thompson B [D]	Security of Railroads and Public Transportation	03/27/2007
US HR 1493	Mica [R]	Secretary of Transportation Grant Authorizations	
US HR 1516	Oberstar [DFL]	Appropriations for Railroad Safety	
US HR 1606	Matsui D [D]	Flexibility Incentive Grant Program	
US S 4	Reid [D]	War on Terror	03/13/2007
US S 184	Inouye [D]	Rail and Surface Transportation Security	
US S 234	Kerry [D]	Television White Spaces	
US S 294	Lautenberg [D]	Reauthorizing Amtrak	



US S 775	Carper [D]	National Commission on Infrastructure
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<b>TRANSPORTATION BONDS</b>			
CA AB 412	Smyth [R]	Transportation: Project Deadlines	03/26/2007
CA AB 575	Arambula [D]	Highway Safety Traffic Reduction: Emission Reductions	05/01/2007
CA AB 784	Karnette [D]	Transportation Bonds	04/24/2007
CA AB 901	Nunez [D]	Transportation: Highway Safety Traffic Reduction	06/01/2007
CA AB 995	Nava [D]	Ports Infrastructure, Security, and Air Quality	06/01/2007
CA AB 1350	Nunez [D] Position:	Transportation Bond Funds MTA-SuppIfAmend	06/01/2007
CA AB 1351	Levine [D]	Transportation: State-Local Partnerships	06/01/2007
CA AB 1672	Nunez [D]	California Transportation Commission	06/01/2007
CA SB 9	Lowenthal [D]	Trade Corridor Improvement: Transportation Project	06/04/2007
CA SB 19	Lowenthal [D]	Trade Corridor: Projects to Reduce Emissions: Funding	04/10/2007
CA SB 45	Perata [D]	Transportation Funds: Transit System Safety	06/04/2007
CA SB 47	Perata [D] Type:	Transportation Bonds 2-Year	
CA SB 262	Runner G [R] Position: Type:	Transportation: Trade Corridors Improvement SANBAG-Sup 2-Year	
CA SB 286	Lowenthal [D] Position:	Transportation Bonds: Implementation CSAC-Sponsor, LEAGUE-Sponsor	06/04/2007
CA SB 307	Dutton [R] Type:	Goods Movement 2-Year	

CA SB 716	Perata [D]	Transit Operators	06/04/2007
CA SB 745	Oropeza [D]	Transportation Funding: Port Security	04/09/2007
	<b>Type:</b>	2-Year	
CA SB 748	Corbett [D]	Transportation: State Local Partnerships	06/05/2007
	<b>Position:</b>	MTA-Opp, MTC-Sup	
CA SB 872	Ackerman [R]	State-Local Partnership Program	05/08/2007

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**SCAG Position Bills**

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CA AB 169	<b>AUTHOR:</b> Levine [D] <b>TITLE:</b> Joint Powers Authorities: Indian Tribes <b>FISCAL COMMITTEE:</b> no <b>URGENCY CLAUSE:</b> no <b>INTRODUCED:</b> 01/23/2007 <b>DISPOSITION:</b> Pending <b>COMMITTEE:</b> Senate Local Government Committee <b>HEARING:</b> 07/11/2007 9:30 am <b>SUMMARY:</b> Provides that 16 federally recognized Indian tribal governments may participate in the Southern California Association of Governments, a joint powers authority, for specified purposes and subject to specified conditions in the 6 - county region of the Southern California Association of Governments. <b>STATUS:</b> 05/23/2007 To SENATE Committee on LOCAL GOVERNMENT. <b>Position:</b> CALCOG-Sup <b>SCAG:</b> Sponsor
CA AB 630	<b>AUTHOR:</b> Price [D] <b>TITLE:</b> Air Emissions Standards: EPA Waiver <b>INTRODUCED:</b> 02/21/2007 <b>LAST AMEND:</b> 05/01/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Assembly Appropriations Committee <b>SUMMARY:</b> Requires, if certain requirements are met, the State Air Resources Board to expeditiously adopt a vehicle emissions standard or requirement proposed by the South Coast Air Quality Management District that requires a waiver or authorization under the federal Clean Air Act, and would require the state board, if necessary, to submit the standard or requirement to the United States Environmental Protection Agency for waiver or authorization. <b>STATUS:</b> 05/31/2007 In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee. <b>Position:</b> AQMD-Sponsor, SCAG-Sup

CA AB 1240	<p><b>AUTHOR:</b> Benoit [R]  <b>TITLE:</b> Riverside County Transportation Commission  <b>INTRODUCED:</b> 02/23/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Transportation Committee  <b>SUMMARY:</b>          Authorizes the Riverside County Transportation Commission to enter into those design-build contracts for the purpose of constructing commuter rail lines and would designate that commission as a transit operator for those purposes.  <b>STATUS:</b>          05/07/2007 In ASSEMBLY Committee on TRANSPORTATION: Heard, remains in Committee.  <b>Position:</b> CSAC-Sup, RCTC-Sponsor, SCAG-Sup</p>
CA AB 1457	<p><b>AUTHOR:</b> Huffman [D]  <b>TITLE:</b> Parks and Recreation: State Parks: Roads  <b>INTRODUCED:</b> 02/23/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Water, Parks and Wildlife Committee  <b>SUMMARY:</b>          Prohibits a state or local agency from making an improvement or extension to an existing road, that will physically encroach upon, traverse, bisect or impair the recreational value of a state park property.  <b>STATUS:</b>          04/24/2007 In ASSEMBLY Committee on WATER, PARKS AND WILDLIFE: Heard, remains in Committee.  <b>Position:</b> OCTA-Opp, SCAG-Opp</p>
CA SB 61	<p><b>AUTHOR:</b> Runner G [R]  <b>TITLE:</b> High-Occupancy Toll Lanes and Toll Roads  <b>FISCAL COMMITTEE:</b> yes  <b>URGENCY CLAUSE:</b> no  <b>INTRODUCED:</b> 01/16/2007  <b>LAST AMEND:</b> 05/01/2007  <b>DISPOSITION:</b> Pending  <b>COMMITTEE:</b> Assembly Transportation Committee  <b>HEARING:</b> 07/02/2007 1:30 pm  <b>SUMMARY:</b>          Authorizes the Department of Transportation to apply to the State Transportation Commission for the development and operation of a high-occupancy toll land or toll road project sponsored by the department. Deletes the 4-project limitation and the requirement for the Legislature to approve each project by statute.  <b>STATUS:</b>          06/07/2007 To ASSEMBLY Committee on TRANSPORTATION.  <b>Position:</b> SANBAG-Sup, SCAG-Sup</p>

CA SB 375	<p><b>AUTHOR:</b> Steinberg [D]</p> <p><b>TITLE:</b> Transportation Planning: Travel Models: Reviews</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/21/2007</p> <p><b>LAST AMEND:</b> 06/04/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> ASSEMBLY</p> <p><b>SUMMARY:</b></p> <p>Relates to guidelines for travel demand guidelines used in regional transportation plans, the requirement a regional transportation plan include a preferred growth scenario designed to achieve goals for the reduction of vehicle miles in the region, an environmental document under the Environmental Quality Act that examines specific impacts of a transportation project located in a local jurisdiction that has amended its general plan and the legislative body finds the project meets specified criteria.</p> <p><b>STATUS:</b></p> <p>06/07/2007 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.</p> <p><b>Position:</b> SCAG-Sup</p>
CA SB 445	<p><b>AUTHOR:</b> Torlakson [D]</p> <p><b>TITLE:</b> Road User Task Force</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/21/2007</p> <p><b>LAST AMEND:</b> 06/04/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> ASSEMBLY</p> <p><b>SUMMARY:</b></p> <p>Creates the Road User Task Force to hold public hearings around the state and to report on alternatives to the current system of taxing road users through per-gallon fuel taxes.</p> <p><b>STATUS:</b></p> <p>06/06/2007 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.</p> <p><b>Position:</b> CALCOG-Sup, CSAC-Sup, MTA-SuppIfAmend, MTC-Sup, SANBAG-Sup</p>

CA SCR 16

**AUTHOR:** Negrete McLeod [D]  
**TITLE:** Gary Moon Memorial Interchange  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/20/2007  
**LAST AMEND:** 03/26/2007  
**DISPOSITION:** Pending  
**LOCATION:** Assembly Appropriations Committee  
**SUMMARY:**

Designates the future interchange at State Highway Route 210 and Interstate 215, the Gary Moon Memorial Interchange.

**STATUS:**

06/11/2007 From ASSEMBLY Committee on TRANSPORTATION:  
Be adopted to Committee on APPROPRIATIONS.  
**Position:** SANBAG-Sup, SCAG-Sup

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## AVIATION

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US HR 313	<b>SPONSOR:</b>	Pearce [R]
	<b>TITLE:</b>	Greater Access to Air Transportation
	<b>INTRODUCED:</b>	01/05/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	House Transportation & Infrastructure Committee
	<b>SUMMARY:</b>	Promotes greater access to air transportation for all persons.
	<b>STATUS:</b>	
	01/05/2007	INTRODUCED.
	01/05/2007	To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.
US HR 1356	<b>SPONSOR:</b>	Oberstar [DFL]
	<b>TITLE:</b>	Federal Aviation Administration Appropriations
	<b>INTRODUCED:</b>	03/06/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Multiple Committees
	<b>SUMMARY:</b>	Authorizes appropriations for the Federal Aviation Administration for fiscal years 2008 through 2010; improves aviation safety and capacity; provides stable, cost-based funding for the national aviation system; relates to other purposes.
	<b>STATUS:</b>	
	03/06/2007	INTRODUCED.
	03/06/2007	To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.
	03/06/2007	Additionally referred to HOUSE Committee on SCIENCE.
	03/06/2007	Additionally referred to HOUSE Committee on WAYS AND MEANS.
US HR 1708	<b>SPONSOR:</b>	Harman [D]
	<b>TITLE:</b>	Noise Compatibility Projects
	<b>INTRODUCED:</b>	03/27/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	House Transportation & Infrastructure Committee
	<b>SUMMARY:</b>	Expands passenger facility fee eligibility for noise compatibility projects.
	<b>STATUS:</b>	
	03/27/2007	INTRODUCED.
	03/27/2007	To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

US S 509	<b>SPONSOR:</b> Inouye [D] <b>TITLE:</b> Improved Aviation Security <b>INTRODUCED:</b> 02/06/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> SENATE <b>SUMMARY:</b> Provides improved aviation security; provides for other purposes. <b>STATUS:</b> 03/05/2007 From SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION: Reported as amended. 03/05/2007 In SENATE. Placed on SENATE Legislative Calendar.
US S 996	<b>SPONSOR:</b> Feinstein [D] <b>TITLE:</b> Passenger Facility Fee Eligibility <b>INTRODUCED:</b> 03/27/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Commerce, Science & Transportation Committee <b>SUMMARY:</b> Expands passenger facility fee eligibility for certain noise compatibility projects. <b>STATUS:</b> 03/27/2007 INTRODUCED. 03/27/2007 In SENATE. Read second time. 03/27/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.
US S 1076	<b>SPONSOR:</b> Inouye [D] <b>TITLE:</b> Aviation Safety and Capacity <b>INTRODUCED:</b> 03/29/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Finance Committee <b>SUMMARY:</b> Authorizes appropriations for the Federal Aviation Administration for fiscal years 2008 through 2010; improves aviation safety and capacity; provides stable, cost-based funding for the national aviation system, and for other purposes. <b>STATUS:</b> 03/29/2007 INTRODUCED. 03/29/2007 In SENATE. Read second time. 03/29/2007 To SENATE Committee on FINANCE.



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## TRANSIT

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CA AB 387	<b>AUTHOR:</b>	Duvall [R]
	<b>TITLE:</b>	Design-Build: Transit Contracts
	<b>INTRODUCED:</b>	02/15/2007
	<b>LAST AMEND:</b>	04/17/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Assembly Business and Professions Committee
	<b>SUMMARY:</b>	Amends law that authorizes transit operators to enter into design-build contract according to specified procedures. Provides that the prequalification process is optional for technology or surveillance procurements designed to enhance safety, disaster preparedness, and homeland security efforts and allows those projects to be awarded based on either the lowest responsible bidder or best value.
	<b>STATUS:</b>	
	05/08/2007	In ASSEMBLY Committee on BUSINESS AND PROFESSIONS: Failed passage.
	05/08/2007	In ASSEMBLY Committee on BUSINESS AND PROFESSIONS: Reconsideration granted.
CA AB 889	<b>AUTHOR:</b>	Lieu [D]
	<b>TITLE:</b>	Metro Green Line Construction Authority
	<b>INTRODUCED:</b>	02/22/2007
	<b>LAST AMEND:</b>	04/30/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Assembly Appropriations Committee
	<b>SUMMARY:</b>	Establishes the Metro Green Line Construction Authority for the purpose of awarding and overseeing final design and construction contracts for completion of the Los Angeles-Metro Green Line light rail project that would establish a coastal extension of the Green Line to the north and south, including an initial segment to the Los Angeles International Airport. Provides for specified related duties for the authority. Provides for the governing board of the authority.
	<b>STATUS:</b>	
	05/31/2007	In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.
	<b>Position:</b>	MTA-Opp

CA AB 901	<p><b>AUTHOR:</b> Nunez [D]  <b>TITLE:</b> Transportation: Highway Safety Traffic Reduction  <b>INTRODUCED:</b> 02/22/2007  <b>LAST AMEND:</b> 06/01/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> SENATE  <b>SUMMARY:</b>  Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 that requires funds from the proceeds of bonds under the act for allocation to public transit operators and transportation planning agencies. Requires the Department of Transportation and Transportation Commission to provide information regarding their needs. Imposes specified auditing requirements. Provides for legislative hearings. Relates to traffic reduction and air quality.  <b>STATUS:</b>  06/06/2007 In ASSEMBLY. Read third time. Passed ASSEMBLY.  *****To SENATE.  <b>Position:</b> MTA-SuppIfAmend</p>
CA AB 981	<p><b>AUTHOR:</b> Ma [D]  <b>TITLE:</b> High Speed Rail Authority  <b>FISCAL COMMITTEE:</b> yes  <b>URGENCY CLAUSE:</b> no  <b>INTRODUCED:</b> 02/22/2007  <b>LAST AMEND:</b> 04/12/2007  <b>DISPOSITION:</b> Pending  <b>COMMITTEE:</b> Senate Transportation and Housing Committee  <b>HEARING:</b> 06/26/2007 1:30 pm  <b>SUMMARY:</b>  Relates to the High-Speed Rail Authority. Eliminates specified contingencies to the exercise of the board's authority and specifies that the authority constitutes a governing body for the purposes of adopting a resolution of necessary. Authorizes the authority to employ it own legal staff or contract with other state agencies for legal services, or both, however, requires the Attorney General to represent the authority in any litigation or judicial proceeding.  <b>STATUS:</b>  06/14/2007 To SENATE Committees on TRANSPORTATION AND HOUSING and JUDICIARY.</p>

CA AB 1221     **AUTHOR:** Ma [D]  
**TITLE:** Transit Village Developments: Tax Financing  
**FISCAL COMMITTEE:** no  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/23/2007  
**LAST AMEND:** 06/20/2007  
**DISPOSITION:** Pending  
**COMMITTEE:** Senate Local Government Committee  
**HEARING:** 06/27/2007 9:30 am  
**SUMMARY:**  
Allows a city or county that prepares a transit village plan, with the agreement with each government agency that operates every transit station in the transit district, to engage in tax increment financing to fulfill the goals of a transit development plan.  
**STATUS:**  
06/20/2007     From SENATE Committee on LOCAL GOVERNMENT with author's amendments.  
06/20/2007     In SENATE. Read second time and amended.  
Re-referred to Committee on LOCAL GOVERNMENT.  
**Position:** CALCOG-Sup

CA AB 1228     **AUTHOR:** Solorio [D]  
**TITLE:** High-Speed Passenger Train Bond Act  
**INTRODUCED:** 02/23/2007  
**DISPOSITION:** Pending  
**LOCATION:** Assembly Appropriations Committee  
**SUMMARY:**  
Relates to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Provides that Anaheim is to be the Southern terminus of the initial segment of the high-speed train system. provides for the Anaheim-Irvine segment, the bill would provide that no general obligation bond funds shall be available for construction, but that those funds shall be available only for eligible planning, environmental, and engineering costs.  
**STATUS:**  
05/31/2007     In ASSEMBLY Committee on APPROPRIATIONS:  
Heard, remains in Committee.  
**Position:** OCTA-Sponsor

CA AB 1240	<p><b>AUTHOR:</b> Benoit [R]  <b>TITLE:</b> Riverside County Transportation Commission  <b>INTRODUCED:</b> 02/23/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Transportation Committee  <b>SUMMARY:</b>          Authorizes the Riverside County Transportation Commission to enter into those design-build contracts for the purpose of constructing commuter rail lines and would designate that commission as a transit operator for those purposes.  <b>STATUS:</b>          05/07/2007 In ASSEMBLY Committee on TRANSPORTATION:          Heard, remains in Committee.  <b>Position:</b> CSAC-Sup, RCTC-Sponsor, SCAG-Sup</p>
CA SB 442	<p><b>AUTHOR:</b> Ackerman [R]  <b>TITLE:</b> Public Contracts: Transit Projects: Design-Build  <b>FISCAL COMMITTEE:</b> yes  <b>URGENCY CLAUSE:</b> no  <b>INTRODUCED:</b> 02/21/2007  <b>LAST AMEND:</b> 04/09/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Transportation and Housing Committee  <b>SUMMARY:</b>          Relates to transit projects and design-build contracting. Authorizes the Orange County Transit District to enter into design-build contracts for transit projects in accordance with specified provisions.  <b>STATUS:</b>          04/24/2007 In SENATE Committee on TRANSPORTATION AND HOUSING: Failed passage.          04/24/2007 In SENATE Committee on TRANSPORTATION AND HOUSING: Reconsideration granted.  <b>Position:</b> OCTA-Sponsor, SCAG-Sup</p>
CA SB 650	<p><b>AUTHOR:</b> Padilla [D]  <b>TITLE:</b> Vehicles: Maximum Length: Exceptions  <b>FISCAL COMMITTEE:</b> yes  <b>URGENCY CLAUSE:</b> no  <b>INTRODUCED:</b> 02/22/2007  <b>LAST AMEND:</b> 05/30/2007  <b>DISPOSITION:</b> Pending  <b>COMMITTEE:</b> Assembly Transportation Committee  <b>HEARING:</b> 06/25/2007 1:30 pm  <b>SUMMARY:</b>          Allows an articulated bus or articulated trolley coach that does not exceed a length of 65 feet and is operated on a dedicated right-of-way or is operated on a street or highway under specified conditions, and the route is approved by a route review committee to operate on a highway.  <b>STATUS:</b>          06/07/2007 To ASSEMBLY Committee on TRANSPORTATION.  <b>Position:</b> MTA-Sup</p>

CA SB 724	<p><b>AUTHOR:</b> Kuehl [D]  <b>TITLE:</b> Public Utilities Commission: Rate Setting  <b>INTRODUCED:</b> 02/23/2007  <b>LAST AMEND:</b> 03/27/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Energy, Utilities and Communications Committee</p> <p><b>SUMMARY:</b>  Requires the Public Utilities Commission, in a ratesetting or quasi-legislative case involving a light rail grade crossing, to resolve issues raised in the scoping memo within 9 months of the date of the memo, unless the commission makes a written determination that the deadline cannot be met, including findings as to the reason, and issues an order extending the deadline.</p> <p><b>STATUS:</b>  03/29/2007 Withdrawn from SENATE Committee on RULES.  03/29/2007 To SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS.</p> <p><b>Position:</b> MTA-Sup</p>
US HR 238	<p><b>SPONSOR:</b> Waxman [D]  <b>TITLE:</b> Funding for San Fernando Valley Metro Rail Project  <b>INTRODUCED:</b> 01/04/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Banking, Housing and Urban Affairs Committee</p> <p><b>SUMMARY:</b>  Repeals a prohibition on the use of certain funds for tunneling in certain areas with respect to the Los Angeles to San Fernando Valley Metro Rail project, California.</p> <p><b>STATUS:</b>  03/27/2007 In SENATE. Read second time.  03/27/2007 To SENATE Committee on BANKING, HOUSING AND URBAN AFFAIRS.</p>
US S 497	<p><b>SPONSOR:</b> Boxer [D]  <b>TITLE:</b> Los Angeles to San Fernando Valley Metro Rail Project  <b>INTRODUCED:</b> 02/06/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Banking, Housing and Urban Affairs Committee</p> <p><b>SUMMARY:</b>  Repeals a prohibition on the use of certain funds for tunneling in certain areas with respect to the Los Angeles to San Fernando Valley Metro Rail project, California.</p> <p><b>STATUS:</b>  02/06/2007 INTRODUCED.  02/06/2007 In SENATE. Read second time.  02/06/2007 To SENATE Committee on BANKING, HOUSING AND URBAN AFFAIRS.</p>

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## TRANSPORTATION

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CA AB 57	<b>AUTHOR:</b>	Soto [D]
	<b>TITLE:</b>	Highways: Safe Routes to School Construction Program
	<b>INTRODUCED:</b>	12/04/2006
	<b>LAST AMEND:</b>	06/01/2007
	<b>DISPOSITION:</b>	Pending
	<b>COMMITTEE:</b>	Senate Transportation and Housing Committee
	<b>HEARING:</b>	07/03/2007 1:30 pm
	<b>SUMMARY:</b>	Deletes the repeal date of the Safe Routes to School construction program and of provisions authorizing state and local entities to secure and expend federal funds for programs related to bicycles and pedestrian safety and traffic-calming measures in high-hazard locations.
	<b>STATUS:</b>	
	06/14/2007	To SENATE Committee on TRANSPORTATION AND HOUSING.
	<b>Position:</b>	League-Sup, MTC-Sup
CA AB 256	<b>AUTHOR:</b>	Huff [R]
	<b>TITLE:</b>	Highway Users Tax Account: Appropriation of Funds
	<b>FISCAL COMMITTEE:</b>	yes
	<b>URGENCY CLAUSE:</b>	no
	<b>INTRODUCED:</b>	02/05/2007
	<b>LAST AMEND:</b>	04/25/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Assembly Appropriations Committee
	<b>SUMMARY:</b>	Provides, that in any year in which the Budget Act has not been enacted by a specified date, that all moneys in the Highway Users Tax Account in the Transportation Tax Fund from the prior fiscal year are continuousl appropriated and may be encumbered from certain purposes until the Budget Act is enacted. Authorizes the Controller to make estimates in order to implement these provisions.
	<b>STATUS:</b>	
	05/31/2007	In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.
	<b>Position:</b>	CSAC-Sup, OCTA-Sponsor

CA AB 397	<p><b>AUTHOR:</b> Adams [R]</p> <p><b>TITLE:</b> Sales and Use Taxes: Exemption: Fuel Taxes</p> <p><b>INTRODUCED:</b> 02/15/2007</p> <p><b>LAST AMEND:</b> 03/29/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Revenue and Taxation Committee</p> <p><b>SUMMARY:</b></p> <p>Relates to the Sales and Use Tax Law that imposes a state sales and use tax on the gross receipts from the sale of tangible personal property sold at retail in this state or on the sales price of tangible personal property purchased from a retailer for the storage, use, or other consumption of that property in this state by the purchaser. Provides that the terms sales price and gross receipts do not include the amount of any state or federal fuel taxes.</p> <p><b>STATUS:</b></p> <p>05/21/2007 In ASSEMBLY Committee on REVENUE AND TAXATION: Heard, remains in Committee.</p>
CA AB 642	<p><b>AUTHOR:</b> Wolk [D]</p> <p><b>TITLE:</b> Design-Build: Counties, Cities &amp; Special Districts</p> <p><b>INTRODUCED:</b> 02/21/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Local Government Committee</p> <p><b>SUMMARY:</b></p> <p>Authorizes any county, with the approval of the board of supervisors, to enter into design-build contracts in accordance with specified provisions. Expands design-build contracts to include water resource facilities and wastewater treatment projects.</p> <p><b>STATUS:</b></p> <p>03/22/2007 To ASSEMBLY Committee on LOCAL GOVERNMENT.</p> <p><b>Position:</b> League-Sup</p>

CA AB 663

**AUTHOR:** Galgiani [D]  
**TITLE:** Alcoholic Beverages: Advertising  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/21/2007  
**LAST AMEND:** 05/29/2007  
**DISPOSITION:** Pending  
**COMMITTEE:** Senate Governmental Organization Committee  
**HEARING:** 06/26/2007 9:30 am  
**SUMMARY:**

Adds an outdoor professional sports facility with a certain fixed seating capacity located within San Joaquin County to the provisions of existing law that provides an exemption for certain alcoholic beverage related entities to purchase advertising space and time from, or on behalf of , an on-sale retail licensee, if the licensee is the owner, manager, agent of the owner, assigned of the owner's advertising rights, or major tenant of specified facilities in particular counties.

**STATUS:**

05/29/2007 From SENATE Committee on GOVERNMENTAL ORGANIZATION with author's amendments.  
05/29/2007 In SENATE. Read second time and amended. Re-referred to Committee on GOVERNMENTAL ORGANIZATION.

CA AB 784

**AUTHOR:** Karnette [D]  
**TITLE:** Transportation Bonds  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/22/2007  
**LAST AMEND:** 04/24/2007  
**DISPOSITION:** Pending  
**LOCATION:** Assembly Appropriations Committee  
**SUMMARY:**

Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 which authorizes the issuance of general obligations bonds for various transportation purposes and provides that a portion of the bond funds shall be available to the Office of Emergency Services to be allocated as grants, for port, harbor, and ferry terminal security improvements. Provides that, with respect to funds allocated by the Office, applicants not comply with competitive bidding requirements.

**STATUS:**

05/31/2007 In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.



CA AB 867	<p><b>AUTHOR:</b> Davis [D]  <b>TITLE:</b> Transportation Analysis Zones  <b>INTRODUCED:</b> 02/22/2007  <b>DISPOSITION:</b> Pending  <b>COMMITTEE:</b> Senate Transportation and Housing Committee  <b>HEARING:</b> 07/03/2007 1:30 pm  <b>SUMMARY:</b>  Requires each metropolitan planning organization and each transportation planning agency, in developing the regional transportation plan, to factor the mobility of low-income and minority residents into its computer analysis of regional transportation analysis zones. Requires results of such analysis to be availed to the public.</p> <p><b>STATUS:</b>  06/14/2007 To SENATE Committee on TRANSPORTATION AND HOUSING.</p>
CA AB 899	<p><b>AUTHOR:</b> Parra [D]  <b>TITLE:</b> Transportation Facilities: Public-Private Partnerships  <b>INTRODUCED:</b> 02/22/2007  <b>LAST AMEND:</b> 04/10/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Transportation Committee  <b>SUMMARY:</b>  Authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, through a specified date.</p> <p><b>STATUS:</b>  04/10/2007 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.  04/10/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</p>
CA AB 945	<p><b>AUTHOR:</b> Carter [D]  <b>TITLE:</b> Transportation Needs Assessment  <b>INTRODUCED:</b> 02/22/2007  <b>LAST AMEND:</b> 04/26/2007  <b>DISPOSITION:</b> Pending  <b>COMMITTEE:</b> Senate Transportation and Housing Committee  <b>HEARING:</b> 07/03/2007 1:30 pm  <b>SUMMARY:</b>  Requires the Transportation Commission to develop, on a every-5-year basis, an assessment of the unfunded costs of programmed state projects and federally earmarked projects in the state, as well as an assessment of available funding for transportation purposes and unmet transportation needs on a statewide basis.</p> <p><b>STATUS:</b>  06/14/2007 To SENATE Committee on TRANSPORTATION AND HOUSING.</p> <p><b>Position:</b> CSAC-Sup, MTC-Sup</p>

CA AB 1003	<p><b>AUTHOR:</b> Jeffries [R]</p> <p><b>TITLE:</b> Department of Transportation: Engineering Services</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/22/2007</p> <p><b>LAST AMEND:</b> 04/09/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Transportation Committee</p> <p><b>SUMMARY:</b></p> <p>Authorizes transportation agencies and cities within counties that have in place a voter-approved transportation sales tax program to contract with the Department of Transportation for specified dedicated engineering and consulting services.</p> <p><b>STATUS:</b></p> <p>04/16/2007 In ASSEMBLY Committee on TRANSPORTATION: Not heard.</p>
CA AB 1295	<p><b>AUTHOR:</b> Spitzer [R]</p> <p><b>TITLE:</b> Tolls: Orange and Riverside Counties</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 05/01/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Appropriations Committee</p> <p><b>SUMMARY:</b></p> <p>Authorizes the Orange County Transportation Authority to eliminate its right, interests and obligations in the Riverside County portion of State Highway Route 90 toll land. Authorizes the Riverside County Transportation Commission to impose tolls for 50 years on its portion of State Highway Route 91 for operating expenses of the toll lane. Authorizes the issuance of bonds for transportation facilities within a specified corridor. Relates to the construction of a toll lane on State Highway Route 15.</p> <p><b>STATUS:</b></p> <p>05/31/2007 In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.</p>

CA AB 1306     **AUTHOR:** Huff [R]  
**TITLE:** Sales Taxes on Gasoline  
**INTRODUCED:** 02/23/2007  
**DISPOSITION:** Pending  
**LOCATION:** Assembly Transportation Committee  
**SUMMARY:**  
Reduces the portion of gasoline sales tax revenues that are deposited in the Public Transportation Account by eliminating what is commonly known as the spillover formula. Increase revenues from the sales tax on gasoline that are deposited in the General Fund. Requires those revenues to be transferred to the Transportation Investment Fund.  
**STATUS:**  
04/23/2007     In ASSEMBLY Committee on TRANSPORTATION:  
Failed passage.  
04/23/2007     In ASSEMBLY Committee on TRANSPORTATION:  
Reconsideration granted.  
**Position:** MTA-Opp, OCTA-Sponsor

CA AB 1322     **AUTHOR:** Duvall [R]  
**TITLE:** Transportation: Eminent Domain  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/23/2007  
**LAST AMEND:** 05/24/2007  
**DISPOSITION:** Pending  
**COMMITTEE:** Senate Transportation and Housing Committee  
**HEARING:** 06/26/2007 1:30 pm  
**SUMMARY:**  
Requires the Department of Transportation, for any property that the department is acquiring by eminent domain, to provide in a timely manner, a copy of all appraisals performed or obtained by the department to the owner of the property. Requires the owner of the property to provide a copy of those appraisals to the department if they are first provided to the property owner instead of the department.  
**STATUS:**  
06/14/2007     To SENATE Committees on TRANSPORTATION AND  
HOUSING and JUDICIARY.

CA AB 1373     **AUTHOR:** Emmerson [R]  
**TITLE:** Highway Construction Contract: Design-Build Method  
**INTRODUCED:** 02/23/2007  
**DISPOSITION:** Pending  
**LOCATION:** Assembly Transportation Committee  
**SUMMARY:**  
Authorizes the San Bernardino Associated Governments to use a design-build procurement method for the construction of improvements to the highways that provide access to health facilities offering emergency services in San Bernardino County.  
**STATUS:**  
04/23/2007     In ASSEMBLY Committee on TRANSPORTATION: Not  
heard.  
**Position:** SANBAG-Sup

CA AB 1457	<p><b>AUTHOR:</b> Huffman [D]  <b>TITLE:</b> Parks and Recreation: State Parks: Roads  <b>INTRODUCED:</b> 02/23/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Water, Parks and Wildlife Committee  <b>SUMMARY:</b>  Prohibits a state or local agency from making an improvement or extension to an existing road, that will physically encroach upon, traverse, bisect or impair the recreational value of a state park property.  <b>STATUS:</b>  04/24/2007 In ASSEMBLY Committee on WATER, PARKS AND WILDLIFE: Heard, remains in Committee.  <b>Position:</b> OCTA-Opp, SCAG-Opp</p>
CA AB 1499	<p><b>AUTHOR:</b> Garrick [R]  <b>TITLE:</b> Department of Transportation: Design-Build  <b>INTRODUCED:</b> 02/23/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Transportation Committee  <b>SUMMARY:</b>  Authorizes the Department of Transportation to use the design-build procurement process for its state highway construction contracts.  <b>STATUS:</b>  03/22/2007 To ASSEMBLY Committee on TRANSPORTATION.  <b>Position:</b> SANBAG-Sup</p>
CA SB 45	<p><b>AUTHOR:</b> Perata [D]  <b>TITLE:</b> Transportation Funds: Transit System Safety  <b>FISCAL COMMITTEE:</b> yes  <b>URGENCY CLAUSE:</b> no  <b>INTRODUCED:</b> 12/22/2006  <b>LAST AMEND:</b> 06/04/2007  <b>DISPOSITION:</b> Pending  <b>COMMITTEE:</b> Assembly Transportation Committee  <b>HEARING:</b> 07/02/2007 1:30 pm  <b>SUMMARY:</b>  Establishes the application process for the portion of the bond funds from a specified bond act of 2006 to be made available for allocations for capital projects that provide increased protection against a security or safety threat, which allocations would be made by the Office of Homeland Security to transit operators under specified formulas. Specifies the categories of projects eligible for these funds. Requires a report to the Legislature on the projects receiving funds under these provisions.  <b>STATUS:</b>  06/19/2007 To ASSEMBLY Committee on TRANSPORTATION.</p>

CA SB 56

**AUTHOR:** Runner G [R]  
**TITLE:** Highway Construction Contracts  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 01/10/2007  
**LAST AMEND:** 05/01/2007  
**DISPOSITION:** Pending  
**LOCATION:** Senate Appropriations Committee  
**SUMMARY:**

Declares the intent of the Legislation to authorize a demonstration program that would allow a careful examination of the benefits and challenges of using a design-build method of procurement for transportation projects. Authorizes certain state and local transportation entities to use a design-build process for contracting on transportation projects. Requires a transportation entity to implement a labor compliance program for design-build projects. Establishes a procedure for submitting bids.

**STATUS:**  
05/31/2007 In SENATE Committee on APPROPRIATIONS: Not heard.

CA SB 61

**AUTHOR:** Runner G [R]  
**TITLE:** High-Occupancy Toll Lanes and Toll Roads  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 01/16/2007  
**LAST AMEND:** 05/01/2007  
**DISPOSITION:** Pending  
**COMMITTEE:** Assembly Transportation Committee  
**HEARING:** 07/02/2007 1:30 pm  
**SUMMARY:**

Authorizes the Department of Transportation to apply to the State Transportation Commission for the development and operation of a high-occupancy toll land or toll road project sponsored by the department. Deletes the 4-project limitation and the requirement for the Legislature to approve each project by statute.

**STATUS:**  
06/07/2007 To ASSEMBLY Committee on TRANSPORTATION.  
**Position:** SANBAG-Sup, SCAG-Sup

CA SB 184

**AUTHOR:** Alquist [D]  
**TITLE:** Transportation Projects  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/06/2007  
**DISPOSITION:** Pending  
**COMMITTEE:** Assembly Transportation Committee  
**HEARING:** 06/25/2007 1:30 pm  
**SUMMARY:**

Limits provisions of existing law that authorizes a regional or local entity that is the sponsor of, or is eligible to receive funding for, a project contained in the state transportation improvement program to expend its own funds for any component of a project within its jurisdiction that is included in an adopted state transportation improvement program, and for which the commission has not made an allocation to projects advanced for expenditure by an eligible entity.

**STATUS:**

06/11/2007 To ASSEMBLY Committee on TRANSPORTATION.  
**Position:** OCTA-Sponsor

CA SB 427

**AUTHOR:** Harman [R]  
**TITLE:** Environmental Quality Act: Impact Reports  
**INTRODUCED:** 02/21/2007  
**DISPOSITION:** Pending  
**LOCATION:** Senate Environmental Quality Committee  
**SUMMARY:**

Authorizes a lead agency to prepare a short form environmental impact report for a project subject to the Cal. Environmental Quality Act (CEQA) if the project meets specified criteria, including that the project is a qualified urban use, provides housing or employment near specified areas, and incorporates specified mitigation measures.

**STATUS:**

02/28/2007 To SENATE Committee on ENVIRONMENTAL  
QUALITY.  
**Position:** CALCOG-Sup

CA SB 445

**AUTHOR:** Torlakson [D]  
**TITLE:** Road User Task Force  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/21/2007  
**LAST AMEND:** 06/04/2007  
**DISPOSITION:** Pending  
**LOCATION:** ASSEMBLY  
**SUMMARY:**

Creates the Road User Task Force to hold public hearings around the state and to report on alternatives to the current system of taxing road users through per-gallon fuel taxes.

**STATUS:**

06/06/2007 In SENATE. Read third time. Passed SENATE.  
\*\*\*\*\*To ASSEMBLY.

**Position:** CALCOG-Sup, CSAC-Sup, MTA-SupIfAmend,  
MTC-Sup, SANBAG-Sup

CA SB 717

**AUTHOR:** Perata [D]  
**TITLE:** Transportation Investment Fund  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/23/2007  
**LAST AMEND:** 05/10/2007  
**DISPOSITION:** Pending  
**COMMITTEE:** Assembly Transportation Committee  
**HEARING:** 07/02/2007 1:30 pm  
**SUMMARY:**

Continues the Transportation Investment Fund in existence and specifies the use of revenues deposited in that fund from gasoline sales tax revenues subject to a specified article of the State Constitution, beginning in the 2008-09 fiscal year.

**STATUS:**

05/24/2007 To ASSEMBLY Committee on TRANSPORTATION.  
**Position:** CALCOG-Sup, CSAC-Sup, League-Sup

CA SB 826	<b>AUTHOR:</b> Padilla [D] <b>TITLE:</b> Solid Waste: Environmental Justice: Facilities Permits <b>FISCAL COMMITTEE:</b> yes <b>URGENCY CLAUSE:</b> no <b>INTRODUCED:</b> 02/23/2007 <b>LAST AMEND:</b> 06/04/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Assembly Natural Resources Committee <b>SUMMARY:</b> Requires the Integrated Waste Management Board to adopt regulations setting minimum standards for solid waste facilities and to identify and mitigate impacts in disproportionately affected communities in which such facilities are located. Requires before issuing a facilities permit, the enforcement agency to provide notice including the Web site where the permit is available for review. Extends the time period in which the board may concur or object to the issuance, modification or revision of a permit. <b>STATUS:</b> 06/19/2007 To ASSEMBLY Committee on NATURAL RESOURCES.
CA SB 872	<b>AUTHOR:</b> Ackerman [R] <b>TITLE:</b> State-Local Partnership Program <b>INTRODUCED:</b> 02/23/2007 <b>LAST AMEND:</b> 05/08/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Appropriations Committee <b>SUMMARY:</b> Creates the State-Local Partnership Program and appropriates a specified amount per year for 5 years beginning in the 2010-11 fiscal year. Provides for allocation of state funds to eligible highway and mass transit guideway projects nominated by local agencies are to be funded with at least 50% of local funds derived from a locally imposed transportation sales tax. Specifies the process for applying for, receiving, and expending these funds. <b>STATUS:</b> 05/31/2007 In SENATE Committee on APPROPRIATIONS: Not heard. <b>Position:</b> OCTA-Sup



CA SB 974	<p><b>AUTHOR:</b> Lowenthal [D]</p> <p><b>TITLE:</b> Ports: Congestion Relief: Environmental Mitigation</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 05/24/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>COMMITTEE:</b> Assembly Natural Resources Committee</p> <p><b>HEARING:</b> 06/25/2007 1:30 pm</p> <p><b>SUMMARY:</b></p> <p>Requires the Ports of Los Angeles and Long Beach to transmit a portion of the funds derived from imposition of a container cargo user fee to the Southern California Port Congestion Relief Trust Fund. Requires the Port of Oakland to transmit a portion of the funds derived from imposition of the fee to the Northern California Port Congestion Relief Trust Fund and a portion to the Northern California Port Mitigation Relief Trust Fund. Authorizes infrastructure bank financing agreements.</p> <p><b>STATUS:</b></p> <p>06/19/2007 To ASSEMBLY Committees on NATURAL RESOURCES and TRANSPORTATION.</p> <p><b>Position:</b> CALCOG-Sup, MTA-SuppIfAmend</p>
CA SB 1016	<p><b>AUTHOR:</b> Wiggins [D]</p> <p><b>TITLE:</b> Diversion: Annual Reports</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 04/10/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Natural Resources Committee</p> <p><b>SUMMARY:</b></p> <p>Authorizes the Integrated Waste Management Board, if it determines that a city or county has diverted more than 50% of solid waste from landfill disposal through source reduction, recycling, and composting activities, to submit once every 2 years the information required in a specified report. Provides that, for a city or county submitting the report every 2 years, they must return to annual submission if they fail to divert 50% of the solid waste, or if the board rescinds the authorization.</p> <p><b>STATUS:</b></p> <p>05/24/2007 To ASSEMBLY Committee on NATURAL RESOURCES.</p>

CA SB 1020	<p><b>AUTHOR:</b> Padilla [D]  <b>TITLE:</b> Solid Waste: Diversion  <b>INTRODUCED:</b> 02/23/2007  <b>LAST AMEND:</b> 04/09/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Natural Resources Committee  <b>SUMMARY:</b>  Requires, with exceptions, that a city or county divert from landfill disposal or transformation no less than 75% of all solid waste, through source reduction, recycling, and composting activities. Makes nonsubstantive technical changes.  <b>STATUS:</b>  06/19/2007 To ASSEMBLY Committee on NATURAL RESOURCES.</p>
CA SCR 16	<p><b>AUTHOR:</b> Negrete McLeod [D]  <b>TITLE:</b> Gary Moon Memorial Interchange  <b>FISCAL COMMITTEE:</b> yes  <b>URGENCY CLAUSE:</b> no  <b>INTRODUCED:</b> 02/20/2007  <b>LAST AMEND:</b> 03/26/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Appropriations Committee  <b>SUMMARY:</b>  Designates the future interchange at State Highway Route 210 and Interstate 215, the Gary Moon Memorial Interchange.  <b>STATUS:</b>  06/11/2007 From ASSEMBLY Committee on TRANSPORTATION:  Be adopted to Committee on APPROPRIATIONS.  <b>Position:</b> SANBAG-Sup, SCAG-Sup</p>
US HR 238	<p><b>SPONSOR:</b> Waxman [D]  <b>TITLE:</b> Funding for San Fernando Valley Metro Rail Project  <b>INTRODUCED:</b> 01/04/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Banking, Housing and Urban Affairs Committee  <b>SUMMARY:</b>  Repeals a prohibition on the use of certain funds for tunneling in certain areas with respect to the Los Angeles to San Fernando Valley Metro Rail project, California.  <b>STATUS:</b>  03/27/2007 In SENATE. Read second time.  03/27/2007 To SENATE Committee on BANKING, HOUSING AND URBAN AFFAIRS.</p>

US HR 802	<p><b>SPONSOR:</b> Oberstar [DFL]</p> <p><b>TITLE:</b> Act to Prevent Pollution from Ships</p> <p><b>INTRODUCED:</b> 02/05/2007</p> <p><b>LAST AMEND:</b> 03/26/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Commerce, Science &amp; Transportation Committee</p> <p><b>SUMMARY:</b> To amend the Act to Prevent Pollution from ships to implement MARPOL Annex VI.</p> <p><b>STATUS:</b> 03/28/2007 In SENATE. Read second time. 03/28/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.</p>
US HR 1053	<p><b>SPONSOR:</b> Miller Ga [R]</p> <p><b>TITLE:</b> California Transportation Projects</p> <p><b>INTRODUCED:</b> 02/14/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> House Transportation &amp; Infrastructure Committee</p> <p><b>SUMMARY:</b> Authorizes the Secretary of Transportation to carry out certain transportation projects in the State of California to relieve congestion on State Route 91.</p> <p><b>STATUS:</b> 02/14/2007 INTRODUCED. 02/14/2007 To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.</p>
US HR 1195	<p><b>SPONSOR:</b> Oberstar [DFL]</p> <p><b>TITLE:</b> Safe Accountable Flexible Efficient Transportation Act</p> <p><b>INTRODUCED:</b> 02/27/2007</p> <p><b>LAST AMEND:</b> 03/26/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Environment and Public Works Committee</p> <p><b>SUMMARY:</b> Amends the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to make technical corrections; relates to other purposes.</p> <p><b>STATUS:</b> 06/06/2007 In SENATE Committee on ENVIRONMENT AND PUBLIC WORKS: Ordered to be reported with an amendment in the nature of a substitute.</p>

US HR 1401	<b>SPONSOR:</b> Thompson B [D] <b>TITLE:</b> Security of Railroads and Public Transportation <b>INTRODUCED:</b> 03/08/2007 <b>LAST AMEND:</b> 03/27/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Commerce, Science & Transportation Committee <b>SUMMARY:</b> To improve the security of railroads, public transportation, and over-the-road buses in the United States, and for other purposes. <b>STATUS:</b> 03/28/2007 In SENATE. Read second time. 03/28/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.
US HR 1493	<b>SPONSOR:</b> Mica [R] <b>TITLE:</b> Secretary of Transportation Grant Authorizations <b>INTRODUCED:</b> 03/13/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> House Transportation & Infrastructure Committee <b>SUMMARY:</b> To authorize the Secretary of Transportation to make grants to public transportation agencies, over-the-road bus operators, railroads, and other certain entities to improve security, and for other purposes. <b>STATUS:</b> 03/13/2007 INTRODUCED. 03/13/2007 To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.
US HR 1516	<b>SPONSOR:</b> Oberstar [DFL] <b>TITLE:</b> Appropriations for Railroad Safety <b>INTRODUCED:</b> 03/14/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> House Transportation & Infrastructure Committee <b>SUMMARY:</b> Authorizes appropriations for activities under the Federal railroad safety laws for fiscal years 2008 through 2011, and for other purposes. <b>STATUS:</b> 03/14/2007 INTRODUCED. 03/14/2007 To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

US HR 1606	<b>SPONSOR:</b> Matsui D [D] <b>TITLE:</b> Flexibility Incentive Grant Program <b>INTRODUCED:</b> 03/20/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> House Transportation & Infrastructure Committee <b>SUMMARY:</b> Provides for the establishment of a flexibility incentive grant program. <b>STATUS:</b> 03/20/2007 INTRODUCED. 03/20/2007 To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.
US S 4	<b>SPONSOR:</b> Reid [D] <b>TITLE:</b> War on Terror <b>INTRODUCED:</b> 01/04/2007 <b>LAST AMEND:</b> 03/13/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> HOUSE <b>SUMMARY:</b> A bill to make the United States more secure by implementing unfinished recommendations of the 9/11 Commission to fight the war on terror more effectively, to improve homeland security, and for other purposes. <b>STATUS:</b> 03/13/2007 In SENATE. Amended on SENATE floor. 03/13/2007 In SENATE. Passed SENATE. *****To HOUSE.
US S 184	<b>SPONSOR:</b> Inouye [D] <b>TITLE:</b> Rail and Surface Transportation Security <b>INTRODUCED:</b> 01/04/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> SENATE <b>SUMMARY:</b> Provides improved rail and surface transportation security. <b>STATUS:</b> 02/15/2007 From SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION: Reported with an amendment in the nature of a substitute. 02/15/2007 In SENATE. Placed on SENATE Legislative Calendar.

US S 234	<b>SPONSOR:</b> Kerry [D] <b>TITLE:</b> Television White Spaces <b>INTRODUCED:</b> 01/09/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Commerce, Science & Transportation Committee <b>SUMMARY:</b> Requires the FCC to issue a final order regarding television white spaces. <b>STATUS:</b> 01/09/2007 INTRODUCED. 01/09/2007 In SENATE. Read second time. 01/09/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.
US S 294	<b>SPONSOR:</b> Lautenberg [D] <b>TITLE:</b> Reauthorizing Amtrak <b>INTRODUCED:</b> 01/16/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> SENATE <b>SUMMARY:</b> A bill to reauthorize Amtrak, and for other purposes. <b>STATUS:</b> 05/22/2007 From SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION: Reported as amended. 05/22/2007 In SENATE. Placed on SENATE Legislative Calendar.
US S 775	<b>SPONSOR:</b> Carper [D] <b>TITLE:</b> National Commission on Infrastructure <b>INTRODUCED:</b> 03/06/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Environment and Public Works Committee <b>SUMMARY:</b> Establishes a National Commission on the Infrastructure of the United States. <b>STATUS:</b> 03/06/2007 INTRODUCED. 03/06/2007 In SENATE. Read second time. 03/06/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

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**TRANSPORTATION BONDS**

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CA AB 412	<b>AUTHOR:</b>	Smyth [R]
	<b>TITLE:</b>	Transportation: Project Deadlines
	<b>FISCAL COMMITTEE:</b>	yes
	<b>URGENCY CLAUSE:</b>	no
	<b>INTRODUCED:</b>	02/16/2007
	<b>LAST AMEND:</b>	03/26/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Assembly Transportation Committee
	<b>SUMMARY:</b>	
		Requires each agency designated by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to allocate bond funds to establish guidelines that specify deadlines for commencing construction or implementation for each program it administers under the bond act.
	<b>STATUS:</b>	
	03/26/2007	From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
	03/26/2007	In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
CA AB 575	<b>AUTHOR:</b>	Arambula [D]
	<b>TITLE:</b>	Highway Safety Traffic Reduction: Emission Reductions
	<b>INTRODUCED:</b>	02/21/2007
	<b>LAST AMEND:</b>	05/01/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Assembly Appropriations Committee
	<b>SUMMARY:</b>	
		Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security bond Act of 2006 that provides a specified amount of funds from that act to be appropriated to the State Air Resources Board for emission reductions. Requires the board to develop guidelines meeting specified requirements for the allocation of those funds, and to allocate funds on a competitive basis to projects and measures that are shown to achieve the greatest emission reductions from freight movement activities.
	<b>STATUS:</b>	
	05/31/2007	In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.

CA AB 784

**AUTHOR:** Karnette [D]  
**TITLE:** Transportation Bonds  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/22/2007  
**LAST AMEND:** 04/24/2007  
**DISPOSITION:** Pending  
**LOCATION:** Assembly Appropriations Committee  
**SUMMARY:**

Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 which authorizes the issuance of general obligations bonds for various transportation purposes and provides that a portion of the bond funds shall be available to the Office of Emergency Services to be allocated as grants, for port, harbor, and ferry terminal security improvements. Provides that, with respect to funds allocated by the Office, applicants not comply with competitive bidding requirements.

**STATUS:**  
05/31/2007 In ASSEMBLY Committee on APPROPRIATIONS:  
Heard, remains in Committee.

CA AB 901

**AUTHOR:** Nunez [D]  
**TITLE:** Transportation: Highway Safety Traffic Reduction  
**INTRODUCED:** 02/22/2007  
**LAST AMEND:** 06/01/2007  
**DISPOSITION:** Pending  
**LOCATION:** SENATE  
**SUMMARY:**

Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 that requires funds from the proceeds of bonds under the act for allocation to public transit operators and transportation planning agencies. Requires the Department of Transportation and Transportation Commission to provide information regarding their needs. Imposes specified auditing requirements. Provides for legislative hearings. Relates to traffic reduction and air quality.

**STATUS:**  
06/06/2007 In ASSEMBLY. Read third time. Passed ASSEMBLY.  
\*\*\*\*\*To SENATE.



CA AB 995      **AUTHOR:** Nava [D]  
**TITLE:** Ports Infrastructure, Security, and Air Quality  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/22/2007  
**LAST AMEND:** 06/01/2007  
**DISPOSITION:** Pending  
**COMMITTEE:** Senate Transportation and Housing Committee  
**HEARING:** 07/03/2007 1:30 pm  
**SUMMARY:**  
 Relates to transportation. Requires projects funded from bonds issued under the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act to meet highest benefits compared to cost. Requires projects that have the highest benefits compared to cost be given priority for funding from bond proceeds. Requires the State Transportation Commission to report on the administration of programs under the bond act.  
**STATUS:**  
 06/14/2007      To SENATE Committee on TRANSPORTATION AND HOUSING.

CA AB 1350      **AUTHOR:** Nunez [D]  
**TITLE:** Transportation Bond Funds  
**INTRODUCED:** 02/23/2007  
**LAST AMEND:** 06/01/2007  
**DISPOSITION:** Pending  
**LOCATION:** SENATE  
**SUMMARY:**  
 Amends the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Requires specified funds to be allocated to transit operators for eligible projects based on various formulas. Requires funds to be allocated by the Office of Emergency Services in consultation with the Office of Homeland Security. Requires an eligible applicant to annually advise the Office of Emergency Services of the applicant's need for funding in the following fiscal year.  
**STATUS:**  
 06/06/2007      In ASSEMBLY. Read third time. Passed ASSEMBLY.  
                      \*\*\*\*\*To SENATE.  
**Position:**      MTA-SupplIfAmend

CA AB 1351	<p><b>AUTHOR:</b> Levine [D]</p> <p><b>TITLE:</b> Transportation: State-Local Partnerships</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 06/01/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> SENATE</p> <p><b>SUMMARY:</b></p> <p>Amends the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006. States the intent of the Legislature to appropriate a specified amount of funds for the State-Local Partnership Program for funding transportation projects for a specified period. Defines local funds under the program relating to a local match as revenues from any locally imposed transportation related sales tax. Requires certain related reports.</p> <p><b>STATUS:</b></p> <p>06/06/2007            In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.</p>
CA AB 1672	<p><b>AUTHOR:</b> Nunez [D]</p> <p><b>TITLE:</b> California Transportation Commission</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 06/01/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> SENATE</p> <p><b>SUMMARY:</b></p> <p>Expands the State Transportation Commission to 13 members, with one additional voting member each appointed by the Speaker of the Assembly and the Senate Committee on Rules, who would not be subject to Senate confirmation.</p> <p><b>STATUS:</b></p> <p>06/06/2007            In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE.</p>

CA SB 9

**AUTHOR:** Lowenthal [D]  
**TITLE:** Trade Corridor Improvement: Transportation Project  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 12/04/2006  
**LAST AMEND:** 06/04/2007  
**DISPOSITION:** Pending  
**COMMITTEE:** Assembly Transportation Committee  
**HEARING:** 07/02/2007 1:30 pm  
**SUMMARY:**

Relates to the Trade Corridor Improvement Transportation Project. Requires inclusion in a regional transportation plan. Requires for funding emphasis to be on consideration of specified emissions associated with the construction and operation of the project and the project's potential to reduce emissions associated with trade activity. Requires inclusion of a plan to mitigate emissions associated with their projects. Requires funds to be used only for construction costs.

**STATUS:**

06/19/2007 To ASSEMBLY Committee on TRANSPORTATION.

CA SB 19

**AUTHOR:** Lowenthal [D]  
**TITLE:** Trade Corridor: Projects to Reduce Emissions: Funding  
**INTRODUCED:** 12/04/2006  
**LAST AMEND:** 04/10/2007  
**DISPOSITION:** Pending  
**COMMITTEE:** Assembly Transportation Committee  
**HEARING:** 07/02/2007 1:30 pm  
**SUMMARY:**

Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Specifies a list of projects eligible for this funding. Require that the Air Resources Board ensure that these funds are supplemented and matched with funds from federal, state, local, and private sources to the maximum extent feasible. Requires applicants for this funding to include with their application for funding a plan to reduce emissions associated with goods movement activity.

**STATUS:**

06/07/2007 To ASSEMBLY Committee on TRANSPORTATION.

CA SB 45

**AUTHOR:** Perata [D]  
**TITLE:** Transportation Funds: Transit System Safety  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 12/22/2006  
**LAST AMEND:** 06/04/2007  
**DISPOSITION:** Pending  
**COMMITTEE:** Assembly Transportation Committee  
**HEARING:** 07/02/2007 1:30 pm  
**SUMMARY:**

Establishes the application process for the portion of the bond funds from a specified bond act of 2006 to be made available for allocations for capital projects that provide increased protection against a security or safety threat, which allocations would be made by the Office of Homeland Security to transit operators under specified formulas. Specifies the categories of projects eligible for these funds. Requires a report to the Legislature on the projects receiving funds under these provisions.

**STATUS:**

06/19/2007 To ASSEMBLY Committee on TRANSPORTATION.

CA SB 47

**AUTHOR:** Perata [D]  
**TITLE:** Transportation Bonds  
**INTRODUCED:** 12/22/2006  
**DISPOSITION:** Pending  
**LOCATION:** Senate Rules Committee  
**SUMMARY:**

States the intent of the Legislature to enact provisions governing project eligibility, matching fund requirements, and the application process relative to allocation of bond proceeds of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to the State-Local Partnership Program.

**STATUS:**

01/18/2007 To SENATE Committee on RULES.  
**Type:** 2-Year

CA SB 262	<p><b>AUTHOR:</b> Runner G [R]  <b>TITLE:</b> Transportation: Trade Corridors Improvement  <b>INTRODUCED:</b> 02/14/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Transportation and Housing Committee  <b>SUMMARY:</b></p> <p>Requires the Transportation Commission, when allocating certain funds to projects, to consider the impact of a project on goods movement and port operations in the Southern California region and the potential of a project to benefit the inland port concept in order to relieve congestion at and in the vicinity of the Port of Los Angeles and the Port of Long Beach.</p> <p><b>STATUS:</b></p> <p>04/24/2007 In SENATE Committee on TRANSPORTATION AND HOUSING: Heard, remains in Committee.</p> <p><b>Position:</b> SANBAG-Sup  <b>Type:</b> 2-Year</p>
CA SB 286	<p><b>AUTHOR:</b> Lowenthal [D]  <b>TITLE:</b> Transportation Bonds: Implementation  <b>FISCAL COMMITTEE:</b> yes  <b>URGENCY CLAUSE:</b> yes  <b>INTRODUCED:</b> 02/15/2007  <b>LAST AMEND:</b> 06/04/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> ASSEMBLY  <b>SUMMARY:</b></p> <p>Requires the first payments of Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act funds for local street and road purposes to be allocated by the Controller. Requires the Controller to use certain population figures in making allocations to cities. Requires an applicant for funds to submit a list of projects expected to be funded to the department. Requires the funds to be allocated within 3 fiscal years of the date of allocation. Requires return of unallocated funds.</p> <p><b>STATUS:</b></p> <p>06/07/2007 In SENATE. Read third time, urgency clause adopted. Passed SENATE. *****To ASSEMBLY.</p> <p><b>Position:</b> CSAC-Sponsor, LEAGUE-Sponsor</p>
CA SB 307	<p><b>AUTHOR:</b> Dutton [R]  <b>TITLE:</b> Goods Movement  <b>INTRODUCED:</b> 02/16/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Rules Committee  <b>SUMMARY:</b></p> <p>States the intent of the Legislature to incorporate the Southern California National Freight Gateway Strategy into the Goods Movement Action Plan.</p> <p><b>STATUS:</b></p> <p>02/28/2007 To SENATE Committee on RULES.  <b>Type:</b> 2-Year</p>

CA SB 716

**AUTHOR:** Perata [D]  
**TITLE:** Transit Operators  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/23/2007  
**LAST AMEND:** 06/04/2007  
**DISPOSITION:** Pending  
**COMMITTEE:** Assembly Transportation Committee  
**HEARING:** 07/02/2007 1:30 pm  
**SUMMARY:**

Relates to appropriations to transportation agencies from the Public Transportation Modernization, Improvement, and Service Enhancement Account for transit capital projects pursuant to a specified formula. Specifies requirements for an eligible project sponsor to receive an allocation of funds appropriated from the account. Requires the Transportation Commission and the Controller to administer these provisions.

**STATUS:**

06/19/2007 To ASSEMBLY Committee on TRANSPORTATION.

CA SB 745

**AUTHOR:** Oropeza [D]  
**TITLE:** Transportation Funding: Port Security  
**INTRODUCED:** 02/23/2007  
**LAST AMEND:** 04/09/2007  
**DISPOSITION:** Pending  
**LOCATION:** Senate Transportation and Housing Committee  
**SUMMARY:**

Requires the Office of Emergency Services to develop criteria for allocating general obligation bond funds for port, harbor, and ferry terminal security.

**STATUS:**

04/09/2007 From SENATE Committee on RULES with author's amendments.

04/09/2007 In SENATE. Read second time and amended.  
Re-referred to Committee on RULES.

04/09/2007 Re-referred to SENATE Committees on  
TRANSPORTATION AND HOUSING and  
GOVERNMENTAL ORGANIZATION.

**Type:** 2-Year

CA SB 748

**AUTHOR:** Corbett [D]  
**TITLE:** Transportation: State Local Partnerships  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/23/2007  
**LAST AMEND:** 06/05/2007  
**DISPOSITION:** Pending  
**LOCATION:** ASSEMBLY  
**SUMMARY:**

States the purposes of the State-Local Partnership Program. Requires the Transportation Commission to adopt guidelines for the program. Defines eligible local matching funds under the program for purposes of the required dollar-for-dollar match. Establishes an application procedure to nominate projects. Limits the amount of funding for a single project in a funding cycle. Describes the categories of projects that may be funded through the program. Establishes timelines for expenditure of funds.

**STATUS:**

06/07/2007 In SENATE. Read third time. Passed SENATE.  
\*\*\*\*\*To ASSEMBLY.

**Position:** MTA-Opp, MTC-Sup

CA SB 872

**AUTHOR:** Ackerman [R]  
**TITLE:** State-Local Partnership Program  
**INTRODUCED:** 02/23/2007  
**LAST AMEND:** 05/08/2007  
**DISPOSITION:** Pending  
**LOCATION:** Senate Appropriations Committee  
**SUMMARY:**

Creates the State-Local Partnership Program and appropriates a specified amount per year for 5 years beginning in the 2010-11 fiscal year. Provides for allocation of state funds to eligible highway and mass transit guideway projects nominated by local agencies are to be funded with at least 50% of local funds derived from a locally imposed transportation sales tax. Specifies the process for applying for, receiving, and expending these funds.

**STATUS:**

05/31/2007 In SENATE Committee on APPROPRIATIONS: Not heard.

# REPORT

**DATE:** July 12, 2007

**TO:** Regional Council and Transportation and Communications Committee

**FROM:** Annie Nam, Program Manager, 213-236-1827, nam@scag.ca.gov

**SUBJECT:** SB 974 (Lowenthal): Ports and Container Fees

**EXECUTIVE DIRECTOR'S APPROVAL:**

*Handwritten signature: Howard Helms for mp*

## RECOMMENDED ACTION:

**SUPPORT IF AMENDED.** Although the objectives of SB 974 (Lowenthal) are generally consistent with SCAG's user-fee based financial policies, the bill as currently written includes a number of provisions that warrant clarification and amendment consideration.

Staff recommends the following amendments:

- Authorize a locally administered process whereby local stakeholder government agencies would allocate, in consultation with state entities as appropriate, container fee revenues for congestion relief and environmental mitigation projects;
- Broaden project eligibility criteria to include highway facilities serving the ports as long as air quality, health, and community impacts are fully mitigated and integrated into system improvements;
- Consider revising the fee structure/rate to better reflect the proper allocation of costs based on proportional benefits and/or impacts generated from cargo movement—establish a stronger nexus;
- Clarify provisions to encourage compliance rather than penalize non-compliance with port emission reduction plans.

For further discussion of these recommendations, please refer to the Analysis section of this report.

## BACKGROUND

SB 974 (Lowenthal) would impose user-fees on the owner of container cargo to finance projects that reduce congestion and mitigate the air quality impacts associated with goods movement. This bill is similar to Senator Lowenthal's SB 927 of the 2006 legislative session, which passed the Legislature but was vetoed by the Governor. The Governor's veto message cited a number of concerns including the lack of coordination with other public and private financing sources to leverage additional funding. A general overview of the current provisions included in SB 974 is highlighted below:

- Requires the Ports of Los Angeles, Long Beach, and Oakland to collect user-fees from container cargo owners at a rate of \$30 per twenty-foot equivalent unit (TEU)—commencing on January 1, 2009.
- Requires the Ports of Los Angeles and Long Beach to deposit ½ of their funds, derived from the container fee, to the Southern California Port Congestion Relief Trust Fund. The remaining ½ of



# REPORT

funds would be deposited into the Southern California Port Mitigation Relief Trust Fund. These funds are to be established in the State Treasury.

- Requires corresponding trust funds for Northern California from fees collected by the Port of Oakland.
- Authorizes the California Transportation Commission (CTC) to expend monies from the Congestion Relief Funds for projects that improve the flow and efficiency of cargo movement (includes administrative costs). The CTC is prohibited from using these funds to construct, maintain, or improve highways, with certain exceptions.
- Authorizes the State Air Resources Board (ARB) to expend monies from the Mitigation Funds for projects that reduce air pollution caused by the movement of container cargo (includes administrative costs).
- Prohibits funds deposited in all of these accounts from being loaned or transferred to the General Fund.
- Authorizes the Infrastructure and Economic Development Bank to enter into financing agreements and to issue revenue bonds secured by user-fees on container cargo moving through the ports.
- Requires the Ports of Los Angeles and Long Beach to report to the CTC on the implementation of the Final 2006 San Pedro Bay Ports Clean Air Action Plan. If specific emission reduction goals are not met, funds would be withheld.

## ANALYSIS:

Staff recognizes the critical importance of establishing a sustainable funding mechanism to support projects that facilitate the movement of goods while reducing negative impacts on local communities. Although the overall objectives of SB 974 is consistent with SCAG's user-fee based financial policies, the bill as currently written includes a number of provisions that warrant clarification and amendment consideration.

SB 974 proposes a state administered program to fund congestion relief and environmental mitigation projects. State agencies—namely, the CTC and the ARB—would be required to develop a list of congestion relief and mitigation projects in consultation with numerous local stakeholders. Final allocation of funding for projects would remain with the CTC and the ARB for their respective funds. SCAG staff recommends a locally administered process whereby local stakeholder government agencies would allocate, in consultation with state entities as appropriate, container fee revenues for congestion relief and mitigation projects. Additionally, project eligibility criteria should be broadened to include highway facilities serving the ports as long as air quality, health, and community impacts are fully mitigated and integrated into system improvements.

Staff recommends a more defined fee structure as well. As currently written, SB 974 indicates that fees are, “not to exceed \$30 per twenty-foot equivalent unit (TEU),” without any additional fee related provisions. SB 974 does not specify how the fee would be applied to full versus empty containers, nor does it explain how the fee amount would translate when accounting for both inbound and outbound container movement. A more defined fee methodology would better establish a nexus between those who benefit from the investment and those who pay.

# REPORT


A concern often raised is that a fee (any rate of container fees) would dampen the economic competitiveness of the ports, causing the diversion of cargo to other port facilities outside of California. SCAG's Port and Modal Elasticity Study (2005) concluded that cargo volumes are more sensitive to congestion than to fees. Without congestion relief, even a modest container fee would result in the diversion of some cargo. With congestion relief, however, cargo volumes would remain constant with a fee of up to \$200 per container (approximately \$100/TEU). Accordingly, the productivity gains from investment in Southern California's goods movement system generates sufficient value and efficiencies to justify a fee structure that is more robust than the fee proposed by SB 974. Staff recommends revising the proposed \$30/TEU fee to better reflect the proper allocation of costs based on proportional benefits and/or impacts generated from cargo movement—establish a stronger nexus.

The bill also requires the Ports of Los Angeles and Long Beach to report to the CTC on the status of emission reduction goals included in the Final 2006 San Pedro Bay Ports Clean Air Action Plan. If any of the reduction goals have not been met, the CTC would withhold any further funding until the source specific emission reduction goals are achieved. This provision places restrictions on revenues collected locally and serves to potentially penalize Southern California for developing a non-mandated plan. To date, the Ports of Los Angeles and Long Beach are the only ports in the state to have developed an emission reduction plan. SB 974 should be clarified to include provisions that would encourage compliance rather than penalize non-compliance.

## FISCAL IMPACT:

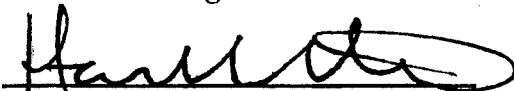
Work associated with this item is included in the current year Overall Work Program.

Reviewed by:



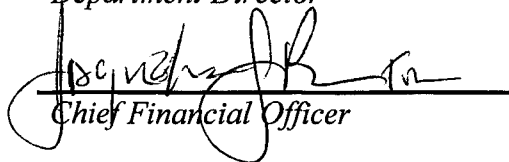
*Division Manager*

Reviewed by:



*Department Director*

Reviewed by:



*Chief Financial Officer*

# MEMO

**DATE:** July 12, 2007

**TO:** Regional Council; Energy & Environment Committee; Transportation & Communication Committee

**FROM:** Jonathan Nadler, Program Manager; (213) 236-1884; nadler@scag.ca.gov

**SUBJECT:** 2007 AQMP Update

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## **BACKGROUND:**

### AQMP Development

Pursuant to the federal Clean Air Act, the State Implementation Plan (SIP) demonstrating attainment with the 8-hour ozone standard is due to the U.S. EPA by June 15, 2007. The SIP demonstrating attainment with the PM2.5 standard is due to U.S. EPA by April 5, 2008. The 2007 South Coast AQMP was prepared by the three responsible agencies (the South Coast Air Quality Management District (SCAQMD), the California Air Resources Board (ARB), and SCAG. SCAG is responsible for preparing and approving those portions of the 2007 South Coast AQMP which relate to regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies.

Citing the need to further work through issues regarding the PM2.5 attainment demonstration, the ARB Governing Board postponed consideration of the South Coast AQMP until October. Nevertheless, the ARB subsequently held a public hearing on June 22, 2007 to consider the State Strategy for Ozone and PM2.5. Regional Council President Ovitt and members Baldwin and Messina testified on behalf of SCAG, urging the ARB Board to take immediate action on the South Coast AQMP or at least delay adoption of the State Strategy until such time as the PM2.5 attainment issues were resolved. Based on the testimony from the Regional Council members, other elected officials, and the public, the ARB Board delayed consideration of the State Strategy to allow ARB, SCAQMD, and SCAG staff additional time to resolve the issues.

### Goods Movement Control Measures

Subsequent to the Regional Council action in May on the 2007 South Coast AQMP, SCAG's transportation partners raised concerns regarding the two proposed goods movement control measures included in SCAG's portion of the AQMP. In light of these discussions, SCAG staff requested that the SCAQMD Governing Board delay action on the measures when it considered the AQMP at its June 1, 2007 public hearing until its next meeting on July 13, 2007, at which time, due to public review requirements, the SCAQMD Governing Board will also be considering the transportation emission budgets developed as part of the AQMP. Based on SCAG staffs' request, the SCAQMD Governing Board delayed action on the two goods movement control measures when approving the AQMP.

Since the SCAQMD Governing Board hearing and the June Regional Council and Policy Committee meetings, SCAG staff has initiated further consultation with the County Transportation Commissions to review the proposed measures. Based on these discussions and the potential to come to closure on a comprehensive goods movement system improvement package, staff has concluded that there is need to continue consultation on the proposed goods movement control measures. Staff will communicate this to SCAQMD prior to their July 13 public hearing. Staff will also continue to apprise the Regional Council and

# MEMO

Policy Committees on the issues associated with the AQMP, including information related to the goods movement control measures.

As part of the discussions with the County Transportation Commissions, staff is considering a range of goods movement improvements that may be feasible for implementation by 2014 to help achieve the federal health-based PM2.5 standards. Preliminary scenarios were developed based on varying combinations of the following components:

- rail electrification on selected portions of the system;
- accelerated upgrades to Tier III and IV locomotive engines; and
- combined electrification and accelerated locomotive engine upgrades.


These scenarios would be combined as a package with the grade separation and mainline capacity enhancement projects as previously identified in the 2004 Regional Transportation Plan and other planning studies such that a multi-benefit, self-sustaining system can be implemented. Preliminary study being performed by SCAG examines what combination of improvement creates the greatest air quality benefit compared to estimated costs.

Staff will continue participatory discussions on these scenarios and the originally proposed goods movement control measures, including the necessary financial and legislative components of an overall strategy. The discussions will include the required AB 1246 consultation with the County Transportation Commissions. At this time, staff anticipates bringing forward revised measures for consideration in September such that they could be considered in the SIP by October.

## **FISCAL IMPACT:**

Staff support for air quality planning and policy is covered under the Air Quality and Conformity staff work elements included in the current year overall work program (07-025.SCGS1 and 07-020.SCGS1).


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*Division Manager*

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*Department Director*

Reviewed by:

  
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*Chief Financial Officer*

# MEMO

**DATE:** July 12, 2007  
**TO:** Transportation and Communications Committee  
**FROM:** Annie Nam, Program Manager, (213) 236-1827, nam@scag.ca.gov  
**SUBJECT:** Freight Emission Reduction Strategy

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## BACKGROUND:

Working with our County Transportation Commissions and the Air Quality Management District (AQMD), SCAG is currently evaluating various emission reduction scenarios related to freight rail in order to help support PM2.5 and ozone attainment and maintenance strategies.

Staff is currently evaluating a number of alternative scenarios including a packaging of projects: a phased implementation of rail electrification; upgrades to lower emission diesel locomotives; as well as mainline rail expansion and grade separations.

Staff is analyzing issues such as the feasibility of implementation within an accelerated timeframe (by the year 2014), capital costs, project financing options/opportunities and emission reductions. These evaluations will then be considered for potential inclusion in the 2007 Air Quality Management Plan (AQMP) and State Implementation Plan (SIP) for the South Coast Air Basin. Staff will provide a brief presentation outlining some of these preliminary strategies.

## FISCAL IMPACT:

Work associated with this information item is included in the current year overall work program.

Reviewed by:

  
Division Manager

Reviewed by:

for H.I.   
Department Director

Reviewed by:

  
Chief Financial Officer

# MEMO

**DATE:** June 15, 2007

**TO:** Transportation and Communications Committee

**FROM:** Rich Macias, Transportation P&P Manager, (213) 236-1805, [macias@scag.ca.gov](mailto:macias@scag.ca.gov)  
Ryan Kuo, Associate Regional Planner, (213) 236-1813, [kuo@scag.ca.gov](mailto:kuo@scag.ca.gov)

**SUBJECT:** Trade Corridor Improvement Fund (TCIF)–Programming Framework Alternatives

## **BACKGROUND:**

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by voters as Proposition 1B, requires that \$2,000,000,000 be transferred from the California Ports Infrastructure, Security, and Air Quality Improvement Account, to the Trade Corridors Improvement Fund (TCIF), which is established under the Act. The funds in the TCIF are required to be available for allocation by the California Transportation Commission (CTC) for infrastructure improvements or along federally designated “Trade Corridors of National Significance” in this state or along other corridors within this state that have a high volume of freight movement.

Three programming framework alternatives were proposed to identify the CTC’s policy and implementation expectations for the TCIF program and to provide guidance to the Legislature as it crafts legislation to direct the CTC’s TCIF efforts. A meeting was held on June 15, 2007, in the Port of Oakland to discuss the programming framework alternatives.

### Similarities in the Alternatives

In all three alternatives:

- The CTC would identify the Corridors of National Significance identified in the GMAP or other corridors within the state with a high volume of freight movement for inclusion in the TCIF Program.
- The CTC would use funding targets to ensure geographical balance to program from the TCIF Account.
- All projects submitted by the regions must meet the TCIF program objectives and intent, be ready for construction within five years, and be included in an RTP.

The key differences between the alternatives are as follows:

### Alternative 1: Formula Driven Framework

- The regions would identify activities that contribute to the most significant trade corridor concerns.
- Using the funding targets, the CTC would rank and program funds based on the degree to which activities within a corridor contribute to the state’s overall trade corridor concerns.
- The regions would submit projects that address the most significant trade corridor activities that require immediate resolution and provide long term benefit.
- The CTC would then evaluate and select projects based on the project selection criteria.

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## Alternative 2: Investment Framework

- Using the funding targets, the CTC would establish broad statewide programming criteria and performance objectives for the TCIF program.
- The regions would work individually to develop appropriate program objectives, investment criteria and performance measures for each corridor.
- The CTC would review and approve the program objectives, investment criteria and performance measures for each corridor, and ensure that the four corridor approaches reflect a statewide strategy.
- The regions would develop an investment package which identifies and prioritizes projects, and includes performance measures and committed funds.
- The CTC, working closely with the regional agencies, would evaluate and select projects based on the project selection criteria specific to each corridor, selecting projects that address the state's most urgent needs and provide reasonable geographic balance within and between the state's corridors.

## Alternative 3: System Activity Based Framework

- The regions would identify activities within their corridor(s) that offer the greatest system benefits for achieving the TCIF program objectives by implementing demand management strategies and targeting activities that would provide the greatest system benefits to the TCIF program objectives.
- Using the funding targets, the CTC would program funds to those regions based on the activities that would provide the greatest system benefit to the TCIF program objectives.
- The regions would nominate projects, including a target for anticipated system benefits, total activity performance measurements and project investment required to achieve the TCIF program objectives.
- The CTC would rank, evaluate and select projects based on the project selection criteria.

## Result of the Meeting

The purpose of the meeting was to discuss the alternatives and come to a consensus. But after a lengthy discussion during which several comments were brought up, no final decision was made. However, CTC Executive Director John Barna stated that Alternative 2 appears to be emerging as the favorite. Since Alternative 2 defers to the Legislature the decision of how to divide the funds among the state's five regions, a phased approach driven by the Legislature was laid out by Jennifer Gress, consultant for Senator Lowenthal. According to this approach, the Legislature would allocate the first \$1 billion by this fall and the second billion by 2011. CTC staff will brief the Legislature in the next few weeks and hold a series of meetings to arrive at a decision regarding the alternatives.

## **FISCAL IMPACT:**

None.


Reviewed by:

  
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Division Manager

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Department Director

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Chief Financial Officer

# MEMO

**DATE:** July 12, 2007

**TO:** Transportation and Communications Committee

**FROM:** Doug Kim, SCAG Consultant, (213) 236-1967, kimd@scag.ca.gov

**SUBJECT:** Regional Comprehensive Plan Vision and Guiding Principles

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## BACKGROUND:

The Regional Comprehensive Plan (RCP) Task Force requested that staff articulate a vision and guiding principles for the RCP. The vision and guiding principles have been reviewed by the RCP Task Force and staff has incorporated the comments in the most recent version.

These statements are an articulation of themes and concepts discussed throughout the RCP process. They are based on the Growth Vision principles of sustainability, livability, prosperity and mobility. They describe how the RCP can promote and sustain these principles and provide a conceptual framework for the document. This approach is consistent with previous RCP Task Force discussions that identified the RCP as part of the Compass Growth Vision and 2% Strategy Implementation. These principles will be addressed in each of the nine chapters.

Staff plans to bring forth the Transportation and Security & Emergency Preparedness chapters to the TCC for review in September. The Draft Regional Comprehensive Plan is scheduled for release by fall 2007 with the final version accompanying the Regional Transportation Plan's adoption.

## FISCAL IMPACT:

Activities related to the Regional Comprehensive Plan are contained in the OWP under the work element 07-035.SCGS1.

Reviewed by:

  
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Division Manager

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Department Director

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Chief Financial Officer



## REGIONAL COMPREHENSIVE PLAN DRAFT VISION AND GUIDING PRINCIPLES

### Vision

The vision of the Regional Comprehensive Plan is to foster a Southern California region that addresses future needs while recognizing the interrelationship between economic prosperity, natural resource sustainability, and quality of life.

Through measured performance and tangible outcomes, the RCP serves as both an action plan for implementation of short-term strategies and a call to action for strategic, long-term initiatives that are guided by the following Guiding Principles for sustaining a livable region:

### Guiding Principles

#### ***Principle 1 - Improve mobility for all residents***

Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.

#### ***Principle 2- Foster livability in all communities***

Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing and equal distribution of environmental benefits.

#### ***Principle 3 – Enable prosperity for all people***

Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.

#### ***Principle 4 – Promote sustainability for future generations***

Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.